

NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ANKENY, IA

ANKENY RGNL RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 36

NA when local weather not available.

ATLANTIC, IA

ATLANTIC MUNI RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20

Category D, 800-2½.

NA when local weather not available.

BRANSON, MO

BRANSON RNAV (GPS) Rwy 14¹
RNAV (GPS) Rwy 32²

NA when local weather not available.

¹Category C, 800-2½; Category D, 800-2½.

²Category D, 800-2½.

BURLINGTON, IA

SOUTHEAST IOWA
RGNL ILS or LOC Rwy 36¹
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
RNAV (GPS) Rwy 36
VOR/DME Rwy 12
VOR Rwy 30

NA when local weather not available.

¹ILS, LOC, Category D, 800-2½.

CAPE GIRARDEAU, MO

CAPE GIRARDEAU
RGNL ILS or LOC Rwy 10¹²
LOC/DME BC Rwy 28¹
RNAV (GPS) Rwy 10¹
RNAV (GPS) Rwy 28¹³

¹NA when local weather not available.

²ILS, LOC, Categories A, B, 1000-2;

Categories C, D, 1000-3.

³Categories A,B,C,D, 900-2½.

NAME ALTERNATE MINIMUMS

CEDAR RAPIDS, IA

THE EASTERN IOWA ILS or LOC Rwy 9¹
ILS or LOC Rwy 27¹
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR Rwy 27

NA when local weather not available.

¹NA when control tower closed.

CHARITON, IA

CHARITON MUNI RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 17

NA when local weather not available.

CHARLES CITY, IA

NORTHEAST
IOWA RGNL LOC Rwy 12
NDB Rwy 12
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30

NA when local weather not available.

CHEROKEE, IA

CHEROKEE
COUNTY RGNL RNAV (GPS) Y Rwy 36
RNAV (GPS) Z Rwy 36¹

NA when local weather not available.

¹Categories A, B, 800-2½.

CLINTON, IA

CLINTON MUNI RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
VOR Rwy 3

NA when local weather not available.

COLUMBIA, MO

COLUMBIA RGNL ILS or LOC/DME Rwy 2¹
LOC/DME BC Rwy 20¹
VOR Rwy 13²

¹NA when local weather not available.

²Categories A,B, 1000-2; Categories C,D, 1000-3.

NAME ALTERNATE MINIMUMS
COUNCIL BLUFFS, IA
COUNCIL
BLUFFS MUNI RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR-A

NA when local weather not available.

CRESTON, IA
CRESTON MUNI RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34

NA when local weather not available.

DAVENPORT, IA
DAVENPORT MUNI RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 33
VOR Rwy 3
VOR Rwy 21

NA when local weather not available.

DECORAH, IA
DECORAH MUNI RNAV (GPS) Rwy 29

NA when local weather not available.

DES MOINES, IA
DES MOINES INTL ILS or LOC Rwy 5¹
ILS or LOC Rwy 13¹
ILS or LOC Rwy 31¹
RNAV (GPS) Rwy 5²
RNAV (GPS) Rwy 13²
RNAV (GPS) Rwy 31²
VOR/DME Rwy 23³

¹Category E, 900-2½.

²NA when local weather not available.

³Category C, 800-2¼; Category D, 800-2½.

DUBUQUE, IA
DUBUQUE RGNL RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 36
VOR Rwy 13¹
VOR Rwy 31¹
VOR Rwy 36

NA when local weather not available.

¹Category D, 800-2¼.

ESTHERVILLE, IA
ESTHERVILLE MUNI RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34

NA when local weather not available.

FAIRFIELD, IA
FAIRFIELD MUNI RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

NAME ALTERNATE MINIMUMS
FORT DODGE, IA
FORT DODGE RGNL RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 30
VOR Rwy 12
VOR/DME Rwy 30

NA when local weather not available.

FORT LEONARD WOOD, MO
WAYNESVILLE-ST. ROBERT RGNL
FORNEY FIELD ILS or LOC Rwy 14¹²
NDB Rwy 32¹
RNAV (GPS) Rwy 14²
RNAV (GPS) Rwy 32²
VOR Rwy 14¹
VOR Rwy 32¹

¹NA when control tower closed.

²NA when local weather not available.

GRINNELL, IA
GRINNELL RGNL NDB Rwy 13
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
VOR/DME Rwy 31

NA when local weather not available.

HARRISONVILLE, MO
LAWRENCE
SMITHMEMORIAL RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35

NA when local weather not available.

IOWA CITY, IA
IOWA CITY MUNI RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 30
VOR-A

NA when local weather not available.

IOWA FALLS, IA
IOWA FALLS MUNI RNAV (GPS) Rwy 31

NA when local weather not available.

JEFFERSON CITY, MO
JEFFERSON CITY
MEMORIAL ILS or LOC Rwy 30¹²³
NDB Rwy 12¹⁴
RNAV (GPS) Rwy 12³⁵
RNAV (GPS) Rwy 30³⁵

¹NA when control tower closed.

²ILS, Categories A,B,C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.

³NA when local weather not available.

⁴Category D, 800-2½.

⁵Category C, 800-2¼; Category D, 800-2½.

INSTRUMENT APPROACH PROCEDURE CHARTS


IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ALBIA, IA

ALBIA MUNI

TAKE-OFF MINIMUMS: **Rwys 13, 31**, 300-1.

DEPARTURE PROCEDURE: **Rwy 31**, climb runway heading to 2000 before turning.

ALGONA, IA

ALGONA MUNI

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA.

DEPARTURE PROCEDURE: **Rwy 12**, climb runway heading to 2000 before turning on course.

AMES, IA

AMES MUNI

DEPARTURE PROCEDURE: **Rwys 1, 13, 31**, climb runway heading to 4000 before turning. **Rwy 19**, left turn, climb heading 130° to 4000 before turning.

ANKENY, IA

ANKENY RGNL

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 150° to 2100 before turning on course. **Rwy 36**, climb heading 040° to 3000 before turning on course.

NAME TAKE-OFF MINIMUMS

ATLANTIC, IA

ATLANTIC MUNI (AIO)

AMDT 6A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1½ or std. w/ min. climb of 208' per NM to 1400. **Rwy 12**, 400-2½ or std. w/ min. climb of 321' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 119° to 1700 before proceeding on course. **Rwy 20**, climb heading 198° to 2300 before proceeding on course. **Rwy 30**, climb heading 299° to 1900 before proceeding on course.

NOTE: **Rwy 2**, terrain beginning 6' from DER, from 654' left of centerline to 433' right of centerline, up to 1175' MSL. Trees beginning 1210' from DER, 20' right of centerline, up to 75' AGL/1234' MSL. Trees beginning 2991' from DER, 202' left of centerline, up to 75' AGL/ 1234' MSL. **Rwy 12**, terrain beginning 8' from DER, from 336' left of centerline to 422' right of centerline, up to 1300' MSL. Trees beginning 2175' from DER, 498' right of centerline, up to 75' AGL/1214' MSL. Trees beginning 4525' from DER, 422' right of centerline, up to 75' AGL/1354' MSL. **Rwy 20**, terrain beginning 72' from DER, from 538' left of centerline to 623' right of centerline, up to 1185' MSL. Trees beginning 2157' from DER, 44' left of centerline, up to 75' AGL/1234' MSL. **Rwy 30**, terrain beginning 100' from DER, from 1615' left of centerline to 758' right of centerline, up to 1293' MSL.

AUDUBON, IA

AUDUBON COUNTY

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1.**AURORA, MO**

JERRY SUMNERS SR. AURORA MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 400' per NM to 1600.**BELLE PLAINE, IA**

BELLE PLAINE MUNI

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 300-1.**BLOOMFIELD, IA**

BLOOMFIELD MUNI (4K6)

ORIG-A 08185 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1300 before turning.NOTE: **Rwy 18**, building 353' from departure end of runway, 306' left of centerline, 30' AGL/915' MSL.**BOLIVAR, MO**

BOLIVAR MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 200-1¼ or std. w/ min. climb of 252' per NM to 1400.

NOTE: **Rwy 18**, east-west road, vehicle and transmission lines and poles beginning 627' from departure end of runway, up to 40' AGL/1138' MSL. Multiple trees beginning 667' from departure end of runway, 6' left of centerline, up to 75' AGL/1148' MSL. Silo 1059' from departure end of runway, 677' left of centerline, 100' AGL/1200' MSL. Multiple trees beginning 147' from departure end of runway, 39' right of centerline, up to 75' AGL/1157' MSL. **Rwy 36**, transmission lines and poles beginning 1208' from departure end of runway, 189' left of centerline, up to 40' AGL/1137' MSL. East-west transmission lines and poles beginning 1925' from departure end of runway, up to 50' AGL/1165' MSL. Multiple trees beginning 659' from departure end of runway, 58' right of centerline, up to 75' AGL/1201' MSL. Tree 5471' from departure end of runway, 1766' left of centerline, 100' AGL/1269' MSL.

BOONE, IA

BOONE MUNI (BNW)

AMDT 5 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 20**, NA-Environmental.

NOTE: **Rwy 15**, tree 3565' from departure end of runway, 816' right of centerline, 100' AGL/1259' MSL. **Rwy 33**, tree 1442' from departure end of runway, 631' left of centerline, 100' AGL/1259' MSL. Vehicle on road 561' from departure end of runway, 573' right of centerline, 15' AGL/1174' MSL. Tank 3135' from departure end of runway, 1335' right of centerline, 140' AGL/1287' MSL.

BOONVILLE, MO

JESSE VIETTEL MEMORIAL

NOTE: **Rwy 18**, multiple trees beginning 368' from departure end of runway, 383' left of centerline, up to 80' AGL/761' MSL. Road and vehicle 1232' from departure end of runway, on centerline, 17' AGL/746' MSL. Multiple trees beginning 500' from departure end of runway, 109' right of centerline, up to 80' AGL/786' MSL. **Rwy 36**, multiple trees and pole beginning 701' from departure end of runway, 67' left of centerline, up to 100' AGL/810' MSL. Multiple trees beginning 200' from departure end of runway, 334' right of centerline, up to 80' AGL/794' MSL.

BOWLING GREEN, MO

BOWLING GREEN MUNI

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.**BRANSON, MO**

BRANSON (BBG)

ORIG 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb heading 323° to 2000 before turning left.

NOTE: **Rwy 14**, numerous trees beginning 1214' from DER, 4' right of centerline, up to 100' AGL/1449' MSL. **Rwy 32**, numerous trees beginning 77' from DER, 452' left of centerline, up to 100' AGL/1289' MSL.

BROOKFIELD, MO

NORTH CENTRAL MISSOURI RGNL (MO8)

AMDT 1 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 359° to 1300 before turning East.

NOTE: **Rwy 18**, tree 1432' from DER, 397' right of centerline, 100' AGL/869' MSL, pole 887' from DER, 458' left of centerline, 44' AGL/855' MSL. Tree 1356' from DER, 110' left of centerline, 100' AGL/864' MSL. **Rwy 36**, numerous trees beginning 243' from DER 439' left of centerline, up to 100' AGL/890' MSL. Numerous trees beginning 463' from DER, 13' right of centerline, up to 100' AGL/893' MSL. Building 690' from DER, 477' left of centerline, 30' AGL/867' MSL. Pole 1066' from DER, 666' right of centerline 35' AGL/875' MSL.

BURLINGTON, IA

SOUTHEAST IOWA RGNL

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.DEPARTURE PROCEDURE: **Rwys 30, 36**, climb runway heading to 1500 before turning.**CABOOL, MO**

CABOOL MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 21**, 500-1 or std. with a min. climb of 400' per NM to 1700. **Rwy 3**, 300-1 or std. with a min. climb of 400' per NM to 1500.

CAMDENTON, MO

CAMDENTON MEMORIAL

TAKE-OFF MINIMUMS: **Rwys 15, 33**, 300-1.

CAPE GIRARDEAU, MO**CAPE GIRARDEAU RGNL**TAKE-OFF MINIMUMS: **Rwys 10, 20**, 200-1 or std.

with a min. climb rate of 220' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 2**, north and west departures (200° CW 035°), climb to 3500 via heading 035° before proceeding on course.**CARROLL, IA****ARTHUR N. NEU**TAKE-OFF MINIMUMS: **Rwys 3, 13, 21, 31**, 300-1.**CARUTHERSVILLE, MO****CARUTHERSVILLE MEMORIAL**TAKE-OFF MINIMUMS: **Rwy 36**, 300-2 or std. with a min. climb of 250' per NM to 600.NOTE: **Rwy 36**, tower, 6503' from departure end of runway, 534' right of centerline, 202' AGL/470' MSL.**CEDAR RAPIDS, IA****THE EASTERN IOWA**DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 1300 before turning left.**CHARITON, IA****CHARITON MUNI (CNC)****ORIG 09351 (FAA)**TAKE-OFF MINIMUMS: **Rwy 10**, std. w/ min. climb of 223' per NM to 1700 or 900-2½ for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 10**, for climb in visual conditions cross Chariton Muni airport at or above 1800 MSL before proceeding on course.NOTE: **Rwy 10**, tower 2.62 NM from DER, 2173' left of centerline, 470' AGL/1480' MSL. **Rwy 17**, hangar 13' from DER, 429' left of centerline, 25' AGL/1084' MSL. Vehicle on road beginning 506' from DER, from left to right of centerline, up to 15' AGL/1074' MSL. Tree 2720' from DER, 451' right of centerline, 100' AGL/1159' MSL. **Rwy 35**, vehicle on road 17' from DER, 421' left of centerline, 15' AGL/1054' MSL.**CHARLES CITY, IA****NORTHEAST IOWA RGNL (CCY)****ORIG 09015 (FAA)**TAKE-OFF MINIMUMS: **Rwys 4, 17, 22, 35**, NA-Environmental.NOTE: **Rwy 12**, trees beginning 1002' from departure end of runway, 351' right of centerline, up to 100' AGL/1209' MSL. **Rwy 30**, trees beginning 1804' from departure end of runway, 621' right of centerline, up to 100' AGL/1229' MSL.**CHEROKEE, IA****CHEROKEE COUNTY RGNL (CKP)****AMDT 3 09127 (FAA)**TAKE-OFF MINIMUMS: **Rwys 1, 19**, NA -environmental. **Rwy 36**, 300-1¼ or std. w/ min. climb of 373' per NM to 1600.DEPARTURE PROCEDURE: **Rwy 18**, climb heading 178° to 1700 before proceeding on course. **Rwy 36**, climb heading 358° to 1900 before proceeding on course.NOTE: **Rwy 18**, rising terrain, buildings, vehicles on road, poles, signs, trees beginning at DER, 305' left of centerline, up to 65' AGL/1298' MSL. Trains on railroad beginning at DER, 348' right of centerline, up to 23' AGL/1242' MSL. **Rwy 36**, vehicles on road, trees beginning at DER, 416' left of centerline, up to 65' AGL/1284' MSL. Row of trees 726' from DER, from left to right of centerline, up to 65' AGL/1284' MSL. Building 741' from DER, 557' right of centerline, 24' AGL/1239' MSL. Tower 5267' from DER, 382' left of centerline, 160' AGL/1390' MSL. Tower 6206' from DER, 171' right of centerline, 160' AGL/1440' MSL.**CHILLICOTHE, MO****CHILLICOTHE MUNI (CHT)****ORIG 09183 (FAA)**TAKE-OFF MINIMUMS: **Rwys 2, 20**, NA-Environmental.NOTE: **Rwy 14**, trees beginning 287' from DER, 261' left of centerline, up to 150' AGL/884' MSL. Vehicle on road 542' from DER, 454' right of centerline, 15' AGL/779' MSL. Antenna 1338' from DER, 349' left of centerline, 46' AGL/806' MSL. Tree 3217' from DER, 1285' right of centerline, 150' AGL/884' MSL. **Rwy 32**, trees beginning 12' from DER, 63' left of centerline, up to 150' AGL/898' MSL. Pole 142' from DER, 368' left of centerline, 43' AGL/792' MSL. Trees beginning 164' from DER, 129' right of centerline, up to 150' AGL/924' MSL.**CLARINDA, IA****SCHENCK FIELD**TAKE-OFF MINIMUMS: **Rwy 13**, 300-1. **Rwy 31**, 700-2.DEPARTURE PROCEDURE: **Rwys 2, 13, 20, 31**, climb runway heading to 1700 before turning.**CLARION, IA****CLARION MUNI**TAKE-OFF MINIMUMS: **Rwys 8, 14**, 300-1.

CLINTON, IA

CLINTON MUNI (CWI)

ORIG 09015 (FAA)

NOTE: **Rwy 3**, obstruction light on DME 388' from departure end of runway, 264' left of centerline, 11' AGL/720' MSL. **Rwy 14**, tree 4799' from departure end of runway, 1703' left of centerline, 100' AGL/819' MSL. Fence 168' from departure end of runway, 121' left of centerline 6' AGL/695' MSL. Fence 289' from departure end of runway, 36' left of centerline, 11' AGL/700' MSL. **Rwy 21**, tree 406' from departure end of runway, 500' left of centerline, 17' AGL/706' MSL. **Rwy 32**, antenna on hopper 1315' from departure end of runway, 851' left of centerline, 82' AGL/781' MSL. Trees beginning 1303' from departure end of runway, 449' left of centerline, up to 68' AGL/767' MSL. Vehicle on road 201' from departure end of runway, 227' left of centerline, 15' AGL/716' MSL. Vehicle on road 509' from departure end of runway, 9' left of centerline, 15' AGL/718' MSL. Vehicle on road 1281' from departure end of runway, 554' right of centerline, 15' AGL/734' MSL. Fence beginning 170' from departure end of runway, 101' right of centerline up to 8' AGL/707' MSL.

COLUMBIA, MO

COLUMBIA RGNL

TAKE-OFF MINIMUMS: **Rwy 31**, 800-2 or std. with a min. climb of 230' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 31**, north or east bound, climb to 1900 on runway heading before proceeding on course.

CORNING, IA

CORNING MUNI (CRZ)

AMDT 2 07354 (FAA)

NOTE: **Rwy 18**, road w/ vehicle, 159' from departure end of runway, on centerline, 23' AGL/1262' MSL. Trees beginning 161' from departure end of runway, 110' left of centerline, up to 100 AGL/1329' MSL. **Rwy 36**, trees beginning 945' from departure end of runway, 319' left of centerline, up to 100' AGL/1339' MSL. Tree 1212' from departure end of runway, 653' right of centerline, 100' AGL/1309' MSL.

COUNCIL BLUFFS, IA

COUNCIL BLUFFS MUNI (CBF)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32**, NA- Runway under construction.

NOTE: **Rwy 36**, trees 1196' from departure end of runway, 453' right of centerline, 100' AGL/1279' MSL.

CRESCO, IA

ELLEN CHURCH FIELD

DEPARTURE PROCEDURE: **Rwys 15, 33**, climb runway heading to 1700 before turning.

CRESTON, IA

CRESTON MUNI

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Environmental.

NOTE: **Rwy 16**, multiple trees and terrain beginning 152' from departure end of runway, 128' left of centerline, up to 70' AGL/1360' MSL. Multiple bushes and terrain beginning 91' from departure end of runway, 93' right of centerline, up to 10' AGL/1313' MSL. Pole 242' from departure end of runway, 199' right of centerline, 7' AGL/1301' MSL. **Rwy 34**, terrain 561' from departure end of runway, 17' left of centerline, 1309' MSL. Terrain beginning 169' from departure end of runway, 236' right of centerline, up to 1309' MSL. Road/vehicle 756' from departure end of runway, on centerline, 15' AGL/1314' MSL.

CUBA, MO

CUBA MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 200-1 or std. with a min. climb of 240' per NM to 1100. **Rwy 36**, 200-1 or std. with a min. climb of 340' per NM to 1200.

DAVENPORT, IA

DAVENPORT MUNI

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1.

DEPARTURE PROCEDURE: **Rwys 15, 21**, climb runway heading to 3000 before turning left.

DECORAH, IA

DECORAH MUNI (DEH)

AMDT 1 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 29**, Climb heading 294° to 1600 before turning left.

NOTE: **Rwy 11**, terrain beginning 70' from departure end of runway, 44' left of centerline, up to 0' AGL/1199' MSL. Terrain beginning 121' from departure end of runway, 49' right of centerline, up to 0' AGL/1199' MSL. **Rwy 29**, terrain beginning 67' from departure end of runway, 151' left of centerline, up to 0' AGL/1179' MSL. Terrain beginning 119' from departure end of runway, 125' right of centerline, up to 0' AGL/1179' MSL.

DENISON, IA

DENISON MUNI (DNS)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 18, 24, 36**, NA-Environmental.

NOTE: **Rwy 12**, trees beginning 10' from departure end of runway, 202' left of centerline, up to 100' AGL/1352' MSL, trees beginning 293' from departure end of runway, 190' right of centerline, up to 100' AGL/1352' MSL.

**DES MOINES, IA****DES MOINES INTL**

NOTE: **Rwy 5**, tree 1057' from departure end of runway, 644' left of centerline, 69' AGL/1004' MSL. Tree 2398' from departure end of runway, 567' right of centerline, 89' AGL/1024' MSL. Tree 1701' from departure end of runway, 564' left of centerline, 70' AGL/1005' MSL. Tree 3176' from departure end of runway, 425' right of centerline, 106' AGL/1041' MSL. Tree 2610' from departure end of runway, 774' right of centerline, 91' AGL/1026' MSL. Pole 1202' from departure end of runway, 500' left of centerline, 55' AGL/990' MSL. Tree 1541' from departure end of runway, 390' left of centerline, 54' AGL/989' MSL. Pole 2281' from departure end of runway, 365' right of centerline, 71' AGL/1001' MSL. Pole 2306' from departure end of runway, 371' right of centerline, 66' AGL/1001' MSL. Tree 2306' from departure end of runway, 371' left of centerline, 59' AGL/994' MSL. Tree 3754' from departure end of runway, 270' left of centerline, 96' AGL/1031' MSL. Obstruction light 191' from departure end of runway, 253' left of centerline, 6' AGL/941' MSL. **Rwy 13**, tree 727' from departure end of runway, 619' right of centerline, 40' AGL/997' MSL. Tree 1093' from departure end of runway, 690' right of centerline, 46' AGL/1003' MSL. Tree 799' from departure end of runway, 598' right of centerline, 32' AGL/989' MSL. Tree 1266' from departure end of runway, 652' right of centerline, 43' AGL/1000' MSL. Tree 1427' from departure end of runway, 830' left of centerline, 45' AGL/1002' MSL. Tree 1793' from departure end of runway, 794' right of centerline, 48' AGL/1005' MSL. **Rwy 31**, tree 2492' from departure end of runway, 912' right of centerline, 66' AGL/977' MSL.

DEXTER, MO**DEXTER MUNI (DXE)****AMDT 3 08213 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 251' per NM to 1100 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual conditions: Cross Dexter Muni airport at or above 1100 MSL before proceeding on course.

NOTE: **Rwy 36**, trees and wind sock beginning 144' from departure end of runway, 128' right of centerline, up to 87' AGL/399' MSL. Trees beginning 2295' from departure end of runway, 169' right of centerline, up to 78' AGL/388' MSL. Trees beginning 2342' from departure end of runway, 164' left of centerline, up to 74' AGL/387' MSL.

DUBUQUE, IA**DUBUQUE RGNL**

TAKE-OFF MINIMUMS: **Rwy 13**, 200-1¼ or std. w/ min. climb of 226' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 13**, multiple trees and poles beginning 2916' from departure end of runway, 20' left of centerline, up to 74' AGL/1185' MSL. Multiple trees and poles beginning 4857' from departure end of runway, 559' right of centerline, up to 68' AGL/1227' MSL. **Rwy 18**, elevator 3457' from departure end of runway, 242' left of centerline, 80' AGL/1150' MSL. Tree 1987' from departure end of runway, 938' right of centerline, 77' AGL/1088' MSL. **Rwy 31**, tower and multiple trees beginning 2427' from departure end of runway, 490' left of centerline, up to 85' AGL/1168' MSL.

EAGLE GROVE, IA**EAGLE GROVE MUNI**

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1.

EMMETSBURG, IA**EMMETSBURG MUNI**

TAKE-OFF MINIMUMS: **Rwys 4, 35**, 300-1.

EXCELSIOR SPRINGS, MO**EXCELSIOR SPRINGS MEMORIAL**

DEPARTURE PROCEDURE: **Rwys 1, 19**, eastbound departures (010° CW 190°) climb runway heading to 1850 before turning.

FAIRFIELD, IA**FAIRFIELD MUNI**

TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA-environmental

FARMINGTON, MO**FARMINGTON RGNL**

DEPARTURE PROCEDURE: **Rwy 20**, north and west departures (200° CW 020°) climb to 2100 via runway heading before proceeding on course.

FESTUS, MO**FESTUS MEMORIAL**

TAKE-OFF MINIMUMS: **Rwy 36**, 700-1 or std. with a min. climb of 400' per NM to 700.

DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures, climb runway heading to 1500 before turning on course.

FOREST CITY, IA**FOREST CITY MUNI**

TAKE-OFF MINIMUMS: **Rwys 9, 33**, 300-1.



**FORT DODGE, IA**

FORT DODGE RGNL (FOD)

AMDT 1 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 24**, Climb heading 243° to 1700 before turning south.

NOTE: **Rwy 6**, trees beginning 106' from DER, 284' left of centerline, up to 16' AGL/1166' MSL. Trees beginning 1138' from DER, 665' left of centerline, up to 76' AGL/1226' MSL. **Rwy 12**, pole beginning 431' from DER, 504' left of centerline, 31' AGL/1171' MSL. Trees beginning 456' from DER, 481' left of centerline, up to 39' AGL/1179' MSL. Building 592' from DER, 484' left of centerline, 24' AGL/1164' MSL. Poles beginning 1037' from DER, 306' right of centerline, up to 41' AGL/1171' MSL. Trees beginning 1227' from DER, 540' right of centerline, up to 68' AGL/1190' MSL. Feed drop 1901' from DER, 774' right of centerline, 84' AGL/1204' MSL. **Rwy 24**, sign 54' from DER, 253' left of centerline, 13' AGL/1083' MSL. Sign 57' from DER, 245' right of centerline, up to 15' AGL/1085' MSL. Trees beginning 177' from DER, 495' right of centerline, up to 44' AGL/1114' MSL. **Rwy 30**, trees beginning 71' from DER, left and right of centerline, up to 67' AGL/1167' MSL. Poles beginning 211' from DER, 421' left of centerline, up to 45' AGL/1135' MSL. Poles beginning 878' from DER, 54' right of centerline, up to 39' AGL/1139' MSL.

FREDERICKTOWN, MO

FREDERICKTOWN RGNL

TAKE-OFF MINIMUMS: **Rwys 1, 19**, 400-2 or std. with a min. climb of 275' per NM to 1300.**FULTON, MO**

ELTON HENSLEY MEMORIAL (FTT)

AMDT 1 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, Climb heading 001° to 1400 before turning right.

NOTE: **Rwy 18**, tree 1506' from DER, 809' right of centerline, 100' AGL/989' MSL. **Rwy 36**, tree 1809' from DER, 272' right of centerline, 46' AGL/923' MSL.

GRINNELL, IA

GRINNELL RGNL (GGI)

AMDT 1 08157 (FAA)

NOTE: **Rwy 13**, road plus vehicles beginning 164' from departure end of runway, 497' left of centerline, 15' AGL/1024' MSL. Trees beginning 958' from departure end of runway, 324' left of centerline, up to 50' AGL/1059' MSL. **Rwy 31**, tree 681' from departure end of runway, 589' right of centerline, up to 75' AGL/1075' MSL. Tree 716' from departure end of runway, 610' left of centerline, up to 50' AGL/1009' MSL. Road plus vehicle beginning 22' from departure end of runway, 215' right of centerline, 15' AGL/995' MSL. Multiple poles and buildings beginning 492' from departure end of runway, 249' right of centerline, up to 23' AGL/1032' MSL.

HAMPTON, IA

HAMPTON MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, 400-1. **Rwy 35**, 300-1.**HANNIBAL, MO**

HANNIBAL RGNL (HAE)

ORIG 09127 (FAA)

NOTE: **Rwy 17**, trees beginning 15' from DER, 205' right of centerline, up to 80' AGL/819' MSL. **Rwy 35**, trees beginning 377' from DER, 90' left of centerline, up to 60' AGL/809' MSL. Trees beginning 1870' from DER, 103' right of centerline, up to 66' AGL/814' MSL.

HARLAN, IA

HARLAN MUNI

TAKE-OFF MINIMUMS: **Rwys 3, 15, 21, 33**, 300-1.**HARRISONVILLE, MO**

LAWRENCE SMITH MEMORIAL (LRY)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1½ or std. w/ min climb of 346' per NM to 1300.

NOTES: **Rwy 17**, vehicle on road 660' from departure end of runway, 618' left of centerline, 15' AGL/914' MSL. Tree 26' from departure end of runway, 448' left of centerline, 10' AGL/889' MSL. Multiple trees beginning 178' from departure end of runway, on centerline, up to 88' AGL/937' MSL. Multiple trees beginning 1271' from departure end of runway, 277' left of centerline, up to 53' AGL/932' MSL. Multiple trees beginning 1722' from departure end of runway, 500' right of centerline, up to 100' AGL/959' MSL. **Rwy 35**, Multiple trees beginning 69' from departure end of runway, 439' left of centerline, up to 57' AGL/984' MSL. Vehicle on road 620' from departure end of runway, on centerline, up to 15' AGL/934' MSL. Multiple trees beginning 572' from departure end of runway, 130' right of centerline, up to 69' AGL/987' MSL. Multiple trees beginning 2132' from departure end of runway, 103' right of centerline, up to 85' AGL/1034' MSL. Multiple trees beginning 3635' from departure end of runway, 877' right of centerline up to 100' AGL/1059' MSL. Multiple trees beginning 3819' from departure end of runway, 280' left of centerline, up to 100' AGL/1099' MSL. Trees beginning 5443' from departure end of runway, 1738' left of centerline, up to 100' AGL/1079' MSL. Tank 1.5 NM from departure end of runway, 1141' right of centerline, 203' AGL/1153' MSL.

HIGGINSVILLE, MO

HIGGINSVILLE INDUSTRIAL MUNI

NOTE: **Rwy 16**, multiple trees beginning 87' from departure end of runway, 389' right of centerline, up to 100' AGL/879' MSL. Multiple trees beginning 472' from departure end of runway, 313' left of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 626' from departure end of runway, 472' left of centerline, up to 75' AGL/854' MSL. **Rwy 34**, multiple trees beginning 23' from departure end of runway, 155' right of centerline, up to 100' AGL/949' MSL. Multiple trees beginning 1860' from departure end of runway, 76' right of centerline, up to 100' AGL/919' MSL. Road 644' from departure end of runway, on centerline, 15' AGL/864' MSL.



INDEPENDENCE, IA**INDEPENDENCE MUNI**

TAKE-OFF MINIMUMS: **Rwy 17**, IFR take-off NA.
DEPARTURE PROCEDURE: **Rwy 35**, climb runway
heading to 4000 before turning.

IOWA CITY, IA**IOWA CITY MUNI (IOW)****AMDT 3A 08185 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 25**, 200-1½ or std. w/ min.
climb of 269' per NM to 900. **Rwy 30**, 300-2 or std. w/
min. climb of 374' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 7**, climbing right turn
heading 180° and IOW VORTAC R-057 to IOW
VORTAC.

NOTE: **Rwy 7**, multiple trees beginning 145' from
departure end of runway, 199' left of centerline up to 38'
AGL/802' MSL. Road, multiple trees and poles
beginning 155' from departure end of runway 4' right of
centerline, up to 16' AGL/721' MSL. **Rwy 12**, multiple
trees beginning 227' from departure end of runway, 270'
right of centerline up to 20' AGL/737' MSL. Light pole
850' from departure end of runway, 142' right of
centerline, 33' AGL/681' MSL. Railroad 1002' from
departure end of runway, 6' left of centerline, 25' AGL/
675' MSL. Road 587' from departure end of runway, 303'
left of centerline, 15' AGL/666' MSL. Obstruction light
on building 861' from departure end of runway, 315' left of
centerline, 32' AGL/682' MSL. Trees beginning 255'
from departure end of runway, 464' left of centerline, 50'
AGL/699' MSL. **Rwy 25**, tree 1753' from departure end of
runway, 368' right of centerline, 77' AGL/775' MSL. Sign
2233' from departure end of runway, 418' right of
centerline, 25' AGL/764' MSL. Obstruction light pole
1723' from departure end of runway, 435' right of
centerline, 32' AGL/750' MSL. Building 3654' from
departure end of runway, 1034' right of centerline, 31'
AGL/768' MSL. Fence 1897' from departure end of
runway, 423' left of centerline, 15' AGL/734' MSL.
Multiple trees, signs, and obstruction light poles,
beginning 2696' from departure end of runway, 343' left
of centerline up to 51' AGL/843' MSL. Power pole 2464'
from departure end of runway, 248' right of centerline, 39'
AGL/780' MSL. **Rwy 30**, Multiple trees, obstruction light
poles, and towers beginning 1115' from departure end of
runway, 12' right of centerline up to 258' AGL/936' MSL.
Multiple trees and antenna beginning 1662' from
departure end of runway, 195' left of centerline, up to 44'
AGL/786' MSL.

IOWA FALLS, IA**IOWA FALLS MUNI (IFA)****ORIG 09071 (FAA)**

NOTE: **Rwy 13**, multiple trees and buildings beginning
1092' from DER, 349' left of centerline, up to 100' AGL/
1239' MSL. **Rwy 31**, multiple trees and buildings
beginning 1023' from DER, 750' left of centerline, up to
100' AGL/1259' MSL.

JEFFERSON, IA**JEFFERSON MUNI**

TAKE-OFF MINIMUMS: **Rwy 32**, 400-2.

JEFFERSON CITY, MO**JEFFERSON CITY MEMORIAL (JEF)****AMDT 7 07354 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1¼. **Rwy 27**, 300-
1½ or std. w/ min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading
088° to 1200 before proceeding on course. **Rwy 12**,
climb heading 120° to 1100 before proceeding on
course. **Rwy 27**, climb heading 268° to 1100 before
proceeding on course. **Rwy 30**, climb heading 300° to
1000 before proceeding on course.

NOTE: **Rwy 9**, glideslope antenna 1101' from departure
end of runway, 598' right of centerline, 31' AGL/577'
MSL. Trees beginning 4022' from departure end of
runway, 1487' left to 1110' right of centerline, up to 100'
AGL/839' MSL. **Rwy 12**, trees beginning 2134' from
departure end of runway, 980' left of centerline, up to 56'
AGL/603' MSL. **Rwy 27**, hangar and trees beginning
600' from departure end of runway, 199' right of
centerline, up to 100' AGL/739' MSL. Antenna on
bridge, tower, water treatment plant, and trees
beginning 94' from departure end of runway, 113' left of
centerline, up to 100' AGL/759' MSL. **Rwy 30**, light on
DME, sign, tower, poles, and trees beginning 617' from
departure end of runway, 216' left of centerline, up to
109' AGL/649' MSL. Vehicles on road, pole and trees
beginning 397' from departure end of runway, 265' right
of centerline, up to 133' AGL/681' MSL.

JOPLIN, MO**JOPLIN RGNL**

TAKE-OFF MINIMUMS: **Rwy 18**, std. with a min. climb of
328' per NM to 2500, or 1500-3 for climb in visual
conditions. **Rwy 23**, std. with a min. climb of 340' per
NM to 2500, or 1500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 13**, climb via
heading 134° to 2500 before proceeding on course.
Rwy 18, climb via heading 178° to 2500, or for climb in
visual conditions: cross departure end of runway at or
above 2300 before proceeding on course. **Rwy 23**, climb
via heading 226° to 2500, or for climb in visual
conditions: cross departure end of runway at or above
2300 before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 1250' from
departure end of runway, 277' left to 223' right of
centerline, up to 60' AGL/1050' MSL. **Rwy 13**, multiple
trees beginning 475' from departure end of runway, 693'
left to 1726' right of centerline, up to 100' AGL/1189'
MSL. **Rwy 18**, obstruction light 1161' from departure
end of runway, 265' right of centerline, 32' AGL/1007'
MSL. **Rwy 23**, multiple trees beginning 623' from
departure end of runway, 267' left of 187' right of
centerline, up to 70' AGL/1032' MSL. **Rwy 31**, multiple
trees beginning 1141' from departure end of runway,
730' left of centerline, up to 60' AGL/994' MSL.

KAISER (LAKE OZARK), MO**LEE C. FINE MEMORIAL**

NOTE: **Rwy 3**, multiple trees beginning 12' from
departure end of runway, 420' left of centerline, up to 37'
AGL/906' MSL. Tree 338' from departure end of runway,
481' right of centerline, 44' AGL/913' MSL. **Rwy 21**,
multiple trees beginning 266' from departure end of
runway, 395' left of centerline, up to 72' AGL/935' MSL.
Multiple trees beginning 235' from departure end of
runway, 468' right of centerline, up to 82' AGL/945' MSL.

KANSAS CITY, MO

CHARLES B. WHEELER DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 1**, 400-2 1/4 or std. with a min. climb of 335' per NM to 2000. **Rwy 3**, 400-2 1/4 or std. with a min. climb of 235' per NM to 1900. **Rwy 19**, 1300-3 or std. with a min. climb of 669' per NM to 2500. **Rwy 21**, 200-1 1/4 or std. with a min. climb of 238' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 1**, climb via heading 008° to 2000 before proceeding on course. **Rwy 3**, climb via heading 033° to 1900 before proceeding on course. **Rwy 19**, climb via heading 188° to 2500 before proceeding on course. **Rwy 21**, climb via heading 213° to 1100 before proceeding on course.

NOTE: **Rwy 1**, multiple roads, trees, buildings and towers beginning at departure end of runway, 135' left of centerline, up to 100' AGL/1079' MSL. Obstruction light on elevator 3663' from departure end of runway, 1231' right of centerline, 172' AGL/912' MSL. Tree 1.7 NM from departure end of runway, 1564' left of centerline, 100' AGL/1029' MSL. **Rwy 3**, multiple roads, railroads, poles, buildings, and obstruction lights beginning 40' from departure end of runway, 240' right of centerline, up to 94' AGL/853' MSL. Obstruction light on elevator 829' from departure end of runway 478' right of centerline, 125' AGL/865' MSL. Crane T 2.1 NM from departure end of runway, 3151' right of centerline, 296' AGL/1110' MSL. **Rwy 19**, multiple trees, towers, buildings, and obstruction lights beginning 282' from departure end of runway, 279' right of centerline, up to 291' AGL/1251' MSL, tower 2.5 NM from departure end of runway, 3165' left of centerline, 1168' AGL/2049' MSL. **Rwy 21**, multiple bridge, levee, trees, cranes, towers, and buildings beginning 205' from departure end of runway, 476' right of centerline, up to 118' AGL/858' MSL, obstruction light on elevator 5178' from departure end of runway, 803' left of centerline, 148' AGL/896' MSL, stack 1.3 NM from departure end of runway, 589' left of centerline, 198' AGL/948' MSL.

KANSAS CITY INTL

NOTE: **Rwy 1R**, tree 1653' from departure end of runway, 661' left of centerline, 60' AGL/1019' MSL. **Rwy 9**, tree 4544' from departure end of runway, 638' right of centerline, 100' AGL/1159' MSL. **Rwy 27**, trees beginning 1066' from departure end of runway, across centerline, up to 86' AGL/1095' MSL.

KENNETT, MO

KENNETT MEMORIAL

NOTE: **Rwy 2**, tree 1869' from departure end of runway, 637' right of centerline, 78' AGL/338' MSL. Tree 1919' from departure end of runway, 648' right of centerline, 78' AGL/337' MSL. **Rwy 20**, tree 2018' from departure end of runway, 75' left of centerline, 65' AGL/320' MSL. Tree 1938' from departure end of runway, 297' left of centerline, 69' AGL/328' MSL. Dead tree 1057' from departure end of runway, 324' right of centerline, 46' AGL/300' MSL. Treeline 1083' from departure end of runway, 408' right of centerline, 44' AGL/298' MSL. Treeline 1085' from departure end of runway, 420' right of centerline, 45' AGL/299' MSL.

KEOKUK, IA

KEOKUK MUNI

NOTE: **Rwy 8**, tree 79' from departure end of runway, 513' right of centerline, 26' AGL/695' MSL. Fence and trees 102' from departure end of runway, 298' left of centerline, 37' AGL/706' MSL. **Rwy 14**, multiple trees 200' from departure end of runway, 156' left of centerline, 65' AGL/704' MSL. Multiple trees 172' from departure end of runway, 92' right of centerline, 70' AGL/739' MSL. **Rwy 26**, tree 298' from departure end of runway, 496' left of centerline, 56' AGL/695' MSL. Tank and trees 351' from departure end of runway, 508' right of centerline, 111' AGL/790' MSL. **Rwy 32**, multiple trees 303' from departure end of runway, 243' left of centerline 56' AGL/725' MSL. Hanger and tree 281' from departure end of runway, 442' right of centerline, 61' AGL/730' MSL.

KIRKSVILLE, MO

KIRKSVILLE RGNL

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA-turf runways. NOTE: **Rwy 18**, multiple trees beginning 986' from departure end of runway, 278' left of centerline, up to 44' AGL/1023' MSL. **Rwy 36**, multiple trees and poles beginning 935' from departure end of runway, 179' right of centerline, up to 54' AGL/1033' MSL. Obstruction light on DME antenna 649' from departure end of runway, 269' right of centerline, 7' AGL/986' MSL. Truck on road beginning 1081' from departure end of runway, 785' right of centerline, 17' AGL/996' MSL. Tree 326' from departure end of runway, 473' left of centerline, 17' AGL/976' MSL.

LAMAR, MO

LAMAR MUNI (LLU)

ORIG 08101 (FAA)

NOTE: **Rwy 3**, Road/Vehicle 201' from departure end of runway, 512' left of centerline, 15' AGL/1014' MSL. Road/Vehicle 385' from departure end of runway, 158' left of centerline, 15' AGL/1014' MSL. School 534' from departure end of runway, 386' right of centerline, 16' AGL/1015' MSL. **Rwy 21**, Road/Vehicle 274' from departure end of runway, 387' left of centerline, 15' AGL/1024' MSL.

LE MARS, IA

LE MARS MUNI

DEPARTURE PROCEDURE: **Rwy 18**, turn right, heading 270°, climb to 3500 before turning on course. **Rwy 36**, climb to 3500 before turning on course. NOTE: **Rwy 18**, vehicle on road, 293' from departure end of runway, 292' left of centerline, 17' AGL/1216' MSL.

LEE'S SUMMIT, MO**LEE'S SUMMIT MUNI**

NOTE: **Rwy 18**, multiple trees beginning 13' from departure end of runway, 116' left of centerline, up to 63' AGL/1062' MSL. **Rwy 11**, building 140' from departure end of runway, 388' left of centerline, 24' AGL/1023' MSL. Multiple buildings 169' from departure end of runway, 334' right of centerline, 26' AGL/1019' MSL. Multiple trees beginning 233' from departure end of runway, 182' left of centerline, up to 40' AGL/1039' MSL. **Rwy 29**, multiple antennas and poles 402' from departure end of runway, 408' right of centerline, up to 35' AGL/1024' MSL. Tank 344' from departure end of runway, 419' right of centerline, 13' AGL/1002' MSL. Multiple trees beginning 648' from departure end of runway, 73' left of centerline, up to 67' AGL/1036' MSL. **Rwy 36**, pole 77' from departure end of runway, 316' right of centerline, 11' AGL/1010' MSL. Post 39' from departure end of runway, 461' right of centerline, 8' AGL/1007' MSL. Multiple trees beginning 206' from departure end of runway, 241' right of centerline, up to 39' AGL/1028' MSL. Multiple trees beginning 241' from departure end of runway, 93' left of centerline, up to 36' AGL/1015' MSL.

LEXINGTON, MO**LEXINGTON MUNI**

TAKE-OFF MINIMUMS: **Rwys 13, 18, 31, 36**, std. except NA at night. **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 800.

MALDEN, MO**MALDEN RGNL (MAW)****ORIG 09295 (FAA)**

DEPARTURE PROCEDURE: **Rwy 32**, climb heading 317° to 900 before turning left.

NOTE: **Rwy 14**, trees 1619' from DER, 856' right of centerline, 100' AGL/394' MSL. **Rwy 18**, trees 2744' from DER, 996' left of centerline, 100' AGL/394' MSL. Trees 2766' from DER, 1042' right of centerline, 100' AGL/394' MSL. **Rwy 36**, trees 2841' from DER, 1157' left of centerline, 100' AGL/399' MSL.

MAPLETON, IA**JAMES G. WHITING MEMORIAL FIELD**

TAKE-OFF MINIMUMS: **Rwy 2**, 400-1.

DEPARTURE PROCEDURE: **Rwys 2, 20**, climb runway heading to 1600 before turning.

MAQUOKETA, IA**MAQUOKETA MUNI**

DEPARTURE PROCEDURE: **Rwy 33**, climb runway heading to 1300 before turning.

MARSHALL, MO**MARSHALL MEMORIAL MUNI**

TAKE-OFF MINIMUMS: **Rwy 18**, std. with a min. climb of 284' per NM to 2100, or 1300-3 for climb in visual conditions. **Rwy 27**, std. with a min. climb of 300' per NM to 2100, or 1300-2½ for climb in visual conditions. **Rwy 36**, std. with a min. climb of 263' per NM to 1500, or 1300-3 for climb in visual conditions. DEPARTURE PROCEDURE: **Rwys 18, 27, 36**, for climb in visual conditions: Cross Marshall Memorial Muni airport at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 36**, tower 319' from departure end of runway, 483' right of centerline, 53' AGL/817' MSL. Tower 1.9 NM from departure end of runway, 1.1 NM left of centerline, 382' AGL/1162' MSL.

MARYVILLE, MO**NORTHWEST MISSOURI RGNL (EVU)****AMDT 3 09183 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 260' per NM to 2000 or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 32**, climb via heading 323° to 1800 before turning right. **Rwy 36**, for climb in visual conditions cross Northwest Missouri Rgnl airport at or above 2100 MSL before proceeding on course.

NOTE: **Rwy 32**, tree 436' from DER, 321' left of centerline, 58' AGL/1156' MSL.

MEXICO, MO**MEXICO MEMORIAL**

TAKE-OFF MINIMUMS: **Rwy 24**, std. with a min. climb of 230' per NM to 2200, or 900-2½ for climb in visual conditions. **Rwy 36**, NA, obstacles.

DEPARTURE PROCEDURE: **Rwy 24**, for climb in visual conditions: cross Mexico Memorial Airport at or above 1700.

NOTE: **Rwy 6**, multiple trees and antennas beginning 60' from departure end of runway, left and right of centerline, up to 100' AGL/902' MSL.

MILFORD, IA**FULLER**

TAKE-OFF MINIMUMS: **Rwys 9, 18, 36**, 300-1. **Rwy 27**, 600-2.

DEPARTURE PROCEDURE: **Rwys 9, 18, 36**, climb runway heading to 2000 before turning.

MONETT, MO**MONETT MUNI**

NOTE: **Rwy 18**, multiple trees and fence beginning 2' from departure end of runway, 437' left of centerline, up to 39' AGL/1340' MSL. Multiple trees 1107' from departure end of runway, 293' right of centerline, up to 27' AGL/1342' MSL. **Rwy 36**, multiple trees, antennas, buildings, light poles and hangar beginning 24' from departure end of runway, 399' right of centerline, up to 60' AGL/1379' MSL. Trees 1006' from departure end of runway, 521' left of centerline, 54' AGL/1353' MSL.

**MONTICELLO, IA****MONTICELLO RGNL**

NOTE: **Rwy 15**, 969' MSL tree 2849' from departure end of runway, 60' right of centerline.

MONTICELLO, MO**LEWIS COUNTY RGNL**

NOTE: **Rwy 36**, tree 2609' from departure end of runway, 980' right of centerline, 45' AGL/741' MSL.

MOSBY, MO**MIDWEST NATIONAL AIR CENTER (GPH)****AMDT 1 07354 (FAA)**

NOTE: **Rwy 18**, multiple trees beginning 1562' from departure end of runway, 16' right of centerline, up to 100' AGL/861' MSL. Multiple trees beginning 1278' from departure end of runway, 46' left of centerline, up to 100' AGL/859' MSL. **Rwy 36**, multiple trees beginning 2224' from departure end of runway, 57' right of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 2302' from departure end of runway, 231' left of centerline, up to 100' AGL/916' MSL.

MOUNT PLEASANT, IA**MOUNT PLEASANT MUNI**

TAKE-OFF MINIMUMS: **Rwys 3, 21**, 300-1. **Rwy 33**, 500-2 or std. with a min. climb of 280' per NM to 1400.

MOUNTAIN GROVE, MO**MOUNTAIN GROVE MEMORIAL**

TAKE-OFF MINIMUMS: **Rwy 26**, 300-1.

MOUNTAIN VIEW, MO**MOUNTAIN VIEW**

TAKE-OFF MINIMUMS: **Rwy 28**, 600-2 or std. with a min. climb of 220' per NM to 1900.

DEPARTURE PROCEDURE: **All runways** climb to 1900 via runway heading before proceeding on course.

MUSCATINE, IA**MUSCATINE MUNI**

DEPARTURE PROCEDURE: **Rwys 6, 24, 30**, climb runway heading to 2300 before proceeding on course.

Rwy 12, climbing left turn to 2300 via DDD R-070 before proceeding on course.

NEOSHO, MO**NEOSHO HUGH ROBINSON**

NOTE: **Rwy 1**, multiple trees and power poles beginning 198' from departure end of runway, 168' left of centerline, up to 100' AGL/1319' MSL. Multiple trees and power poles beginning 82' from departure end of runway, 22' right of centerline, up to 100' AGL/1339' MSL. **Rwy 19**, truck on road 346' from departure end of runway, 592' left of centerline, 17' AGL/1266' MSL. Multiple trees, tower and truck on road beginning 142' from departure end of runway, 432' right of centerline, up to 160' AGL/1396' MSL.

NEW MADRID, MO**COUNTY MEMORIAL**

DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures (010° CW 170°) climb to 1200 on runway heading before proceeding on course.

NEWTON, IA**NEWTON MUNI**

NOTE: **Rwy 14**, truck on road 3112' from departure end of runway, 1243' right of centerline, 15' AGL/964' MSL, tree 7519' from departure end of runway, multiple trees beginning 2996' from departure end of runway, 1200' left of centerline, up to 100' AGL/1059' MSL. **Rwy 32**, trees 10' from departure end of runway, 437' left of centerline, 30' AGL/989' MSL, sign 126' from departure end of runway, 490' right of centerline, 8' AGL/967' MSL, truck on road 302' from departure end of runway, 513' right of centerline, 17' AGL/976' MSL, multiple trees beginning 531' from departure end of runway, 439' right of centerline, up to 32' AGL/991' MSL.

OELWEIN, IA**OELWEIN MUNI**

TAKE-OFF MINIMUMS: **Rwy 13**, 500-1 or std. with a min. climb of 212' per NM to 1700.

ORANGE CITY, IA**ORANGE CITY MUNI**

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1.

OSAGE BEACH, MO**GRAND GLAIZE-OSAGE BEACH**

DEPARTURE PROCEDURE: **Rwys 14, 32**, maintain runway heading to 1200 before turning on course.

OSKALOOSA, IA**OSKALOOSA MUNI (OOA)****ORIG 09295 (FAA)**

NOTE: **Rwy 13**, tree 262' from DER, 477' left of centerline, 100' AGL/939' MSL. **Rwy 31**, windsock 3' from DER, 357' right of centerline, 13' AGL/852' MSL. NAV 39' from DER, 168' right of centerline, 5' AGL/839' MSL. Tree 988' from DER, 525' right of centerline, 100' AGL/949' MSL. Tree 2056' from DER, 609' right of centerline, 59' AGL/893' MSL.

OTTUMWA, IA**OTTUMWA RGNL (OTM)****ORIG 09071 (FAA)**

NOTE: **Rwy 4**, bush 98' from DER, 211' right of centerline, 5' AGL/850' MSL. Tree 629' from DER, 380' right of centerline, 34' AGL/863' MSL. Tree 847' from DER, 248' right of centerline, 34' AGL/863' MSL. **Rwy 13**, pole 2026' from DER, 961' left of centerline, 59' AGL/898' MSL. **Rwy 22**, tree 1010' from DER, 403' right of centerline, 54' AGL/883' MSL. Tree 1072' from DER, 70' right of centerline, 45' AGL/874' MSL. **Rwy 31**, tree 794' from DER, 661' left of centerline, 56' AGL/885' MSL.

PELLA, IA**PELLA MUNI (PEA)****AMDT 1 08325 (FAA)**

NOTE: **Rwy 16**, trees, buildings and ground beginning 9' from departure end of runway, 144' left of centerline, up to 100' AGL/979' MSL. Trees beginning 54' from departure end of runway, 193' right of centerline, up to 100' AGL/959' MSL. **Rwy 34**, trees and poles beginning 838' from departure end of runway, 135' left of centerline, up to 100' AGL/979' MSL. Trees and poles beginning 226' from departure end of runway, 296' right of centerline, up to 100' AGL/989' MSL. Vehicle on road at departure end of runway, 499' right of centerline, 15' AGL/895' MSL.

PERRY, IA

PERRY MUNI (PRO)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Environmental.

NOTE: **Rwy 14**, tree 40' from departure end of runway, 180' left of centerline, 13' AGL/1017' MSL. **Rwy 32**, trees beginning 1882' from departure end of runway, 917' left of centerline, up to 100' AGL/1099' MSL. Vehicles beginning 565' from departure end of runway, right to left of centerline, up to 17' AGL/1036' MSL.

POCAHONTAS, IA

POCAHONTAS MUNI (POH)

AMDT 2A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA-Turf. **Rwy 29**, 300-1.**POINT LOOKOUT, MO**

M. GRAHAM CLARK-TANEY COUNTY

DEPARTURE PROCEDURE: **Rwy 11**, north departures (290° CW 090°) climb to 1700 on runway heading before proceeding on course.

POPLAR BLUFF, MO

POPLAR BLUFF MUNI

NOTE: **Rwy 18**, multiple trees beginning 511' from departure end of runway, 515' right of centerline, up to 95' AGL/420' MSL. Multiple trees beginning 878' from departure end of runway, 109' left of centerline, up to 103' AGL/428' MSL. **Rwy 36**, multiple trees beginning 1163' from departure end of runway, 340' right of centerline, up to 66' AGL/391' MSL. Multiple trees beginning 1191' from departure end of runway, 92' left of centerline, up to 79' AGL/404' MSL.

POTOSI, MO

WASHINGTON COUNTY

TAKE-OFF MINIMUMS: **Rwy 20**, 500-2½ or std. w/ min. climb of 307' per NM to 1500.DEPARTURE PROCEDURE: **Rwy 2**, climb heading 017° to 1600 before turning left.NOTE: **Rwy 20**, trees 1.67 NM from departure end of runway, 95' left of centerline, 100' AGL/1348' MSL.**RED OAK, IA**

RED OAK MUNI

TAKE-OFF MINIMUMS: **Rwy 13**, 400-1. **Rwys 31, 35**, 300-1.DEPARTURE PROCEDURE: **Rwys 5, 13, 17, 31, 35** climb runway heading to 1600 before turning eastbound.**ROCK RAPIDS, IA**

ROCK RAPIDS MUNI

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1.**ROLLA, MO**

ROLLA DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 9**, 400-2 or std. with a min. climb of 311' per NM to 1500.DEPARTURE PROCEDURE: **Rwy 9**, climb via heading 090° to 1500 before proceeding on course.NOTE: **Rwy 9**, tower 9162' from departure end of runway, 975' left of centerline, 155' AGL/1333' MSL.**ST. CHARLES, MO**

ST. CHARLES COUNTY SMARTT

TAKE-OFF MINIMUMS: **Rwy 36**, std. with a min. climb of 262' per NM to 1300, OR 900-2½ for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual conditions: cross St. Charles County Smartt airport at or above 1300 before proceeding on course.NOTE: **Rwy 36**, tree 2.3 NM from departure end of runway, 3932' right of centerline, 100' AGL/891' MSL.**ST. JOSEPH, MO**

ROSECRANS MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 31**, 400-2½ or std. with a min. climb of 325' per NM to 1300.DEPARTURE PROCEDURE: **Rwy 13**, climb via heading 132° to 2200 before turning left.

NOTE: **Rwy 13**, tree 3394' from departure end of runway, 655' left of centerline, 100' AGL/919' MSL. **Rwy 17**, trees beginning 2691' from departure end of runway, across course line, up to 109' AGL/928' MSL. **Rwy 31**, trees beginning 1.18 NM from departure end of runway, 986' left of centerline, up to 100' AGL/1139' MSL.

ST. LOUIS, MO

CREVE COEUR (1H0)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 300-2½ or std. w/ min. climb of 206' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway. **Rwy 34**, 300-2½ or std. w/ min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 34**, climb heading 338° to 1100 before proceeding on course.

NOTE: **Rwy 16**, vehicle on road, pole and trees beginning 200' from departure end of runway, 219' right of centerline, up to 100' AGL/546' MSL. Trees beginning 100' from departure end of runway, 356' left of centerline, up to 100' AGL/719' MSL. **Rwy 34**, multiple trees beginning 1847' from departure end of runway, 418' right of centerline up to 100' AGL/749' MSL. Levee and trees beginning 744' from departure end of runway, 275' left of centerline, up to 90' AGL/612' MSL.

ST. LOUIS, MO (CON'T)

LAMBERT-ST. LOUIS INTL

TAKE-OFF MINIMUMS: **Rwy 11**, 200-1½ or std. with a min. climb of 407' per NM to 900. **Rwy 24**, 100-1½ or std. with a min. climb of 280' per NM to 800. **Rwy 30L**, 100-1 or std. with a min. climb of 276' per NM to 800. **Rwy 30R**, 200-1½ or std. with a min. climb of 322' per NM to 900.

NOTE: **Rwy 6**, railroad 578' from departure end of runway, 621' left of centerline, 23' AGL/557' MSL, obstruction
light on LDA 1038' from departure end of runway, 706' right of centerline, 25' AGL/573' MSL, antenna on building, 2478' from departure end of runway, 1009' right of centerline, 30' AGL/598' MSL. **Rwy 11**, control tower 5025' from departure end of runway, 1523' left of centerline, 219' AGL/774' MSL. Multiple buildings, towers and trees beginning 2029' from departure end of runway, 37' left of centerline, up to 219' AGL/774' MSL. Multiple signs, trees, towers, and buildings beginning 1794' from departure end of runway, 40' right of centerline, up to 114' AGL/702' MSL. **Rwy 12L**, multiple trees and transmission towers beginning 1489' from departure end of runway, 72' right of centerline, up to 119' AGL/687' MSL. Obstruction light on DME 607' from departure end of runway, 260' left of centerline, 21' AGL/619' MSL. Multiple trees and transmission towers beginning 990' from departure end of runway, 158' left of centerline, up to 91' AGL/646' MSL. **Rwy 12R**, multiple signs beginning 2933' from departure end of runway, 780' right of centerline, up to 88' AGL/672' MSL. Traffic signal 1578' from departure end of runway, 703' right of centerline, 25' AGL/636' MSL. Bush 1857' from departure end of runway, 500' right of centerline, 25' AGL/636' MSL. Transmission tower 5819' from departure end of runway, 665' right of centerline, 116' AGL/696' MSL. Multiple trees and transmission towers beginning 1966' from departure end of runway, 165' left of centerline, up to 119' AGL/687' MSL. **Rwy 24**, multiple trees and poles beginning 1067' from departure end of runway, 176' left of centerline, up to 90' AGL/683' MSL. Obstruction light on sign 1898' from departure end of runway, 502' left of centerline, 35' AGL/593' MSL. Multiple poles, trees and buildings beginning 1639' from departure end of runway, 92' right of centerline, up to 95' AGL/712' MSL. Tower 6429' from departure end of runway, 877' right of centerline, 103' AGL/703' MSL. **Rwy 30L**, road 1087' from departure end of runway, 601' left of centerline, 20' AGL/569' MSL. Pole 1803' from departure end of runway, 640' left of centerline, 14' AGL/585' MSL. Multiple trees beginning 3601' from departure end of runway, 193' left of centerline, up to 93' AGL/697' MSL. Antenna on building 675' from departure end of runway, 185' right of centerline, 14' AGL/563' MSL. Road 577' from departure end of runway, 503' right of centerline, 30' AGL/571' MSL. Road 1020' from departure end of runway, 583' right of centerline, 31' AGL/580' MSL. Traffic signal 1123' from departure end of runway, 217' right of centerline, 25' AGL/574' MSL. Terrain 1584' from departure end of runway, 672' right of centerline, 0' AGL/592' MSL. Multiple trees and poles beginning 2626' from departure end of runway, 43' right of centerline, up to 84' AGL/684' MSL. Obstruction light on localizer 614' from departure end of runway, on centerline, 8' AGL/558' MSL. **Rwy 30R**, obstruction light on glideslope 2098' from departure end of runway, 900' left of centerline, 48' AGL/587' MSL. Multiple trees, buildings, street lights, and antennae beginning 1548' from departure end of runway, 343' right of centerline, up to 147' AGL/741' MSL.

ST. LOUIS, MO (CON'T)

SPIRIT OF ST. LOUIS (SUS)

ORIG-A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8R**, 700-1 or std. w/ min. climb of 364' per NM to 800. **Rwy 26L**, 400-1½ or std. with a min. climb of 258' per NM to 900.

NOTE: **Rwy 8L**, obstruction light 1214' from departure end of runway, 96' right of centerline, 27' AGL/496' MSL. **Rwy 8R**, antenna on building 142' from departure end of runway, 241' left of centerline, 10' AGL/470' MSL, antenna 262' from departure end of runway, 557' left of centerline, 26' AGL/487' MSL, trees beginning 5372' from departure end of runway, 1792' right of centerline, up to 94' AGL/653' MSL. **Rwy 26L**, trees beginning 1356' from departure end of runway, across centerline, up to 117' AGL/786' MSL.

SEDALIA, MO

SEDALIA MEMORIAL (DMO)

ORIG 08269 (FAA)

NOTE: **Rwy 18**, trees beginning 280' from departure end of runway, 356' left of centerline, up to 47' AGL/956' MSL. Trees beginning 158' from departure end of runway, 340' right of centerline, up to 49' AGL/958' MSL. **Rwy 23**, aircraft on ramp 34' from departure end of runway, 265' left of centerline, 15' AGL/934' MSL. Vehicle on road 417' from departure end of runway, 498' left of centerline, 15' AGL/924' MSL. Train 604' from departure end of runway, left to right of centerline, 23' AGL/932' MSL. Trees beginning 681' from departure end of runway, 286' right of centerline, up to 100' AGL/1009' MSL. Tower 4773' from departure end of runway, 577' right of centerline, 166' AGL/1030' MSL. **Rwy 36**, trees beginning 1948' from departure end of runway, 125' left of centerline, up to 100' AGL/949' MSL. Trees beginning 914' from departure end of runway, 698' right of centerline, up to 100' AGL/969' MSL.

SHENANDOAH, IA

SHENANDOAH MUNI

TAKE-OFF MINIMUMS: **Rwy 4**, 500-3 or std. w/ min. climb of 260' per NM to 1700. **Rwy 12**, 500-2¾ or std. w/ min. climb of 280' per NM to 1600.

NOTE: **Rwy 4**, towers 2.5 NM from departure end of runway, 3155' right of centerline, 491' AGL/1463' MSL. **Rwy 12**, tower 2.2 NM from departure end of runway, 2351' left of centerline, 317' AGL/1437' MSL. **Rwy 22**, tree 2023' from departure end of runway, 508' left of centerline, 61' AGL/1030' MSL. Catenary 965' from departure end of runway, 427' left of centerline, 35' AGL/999' MSL. Bush 101' from departure end of runway, 171' right of centerline, 8' AGL/972' MSL. Pole 1132' from departure end of runway, 253' left of centerline, 32' AGL/996' MSL. Fence 200' from departure end of runway, 392' left of centerline, 3' AGL/967' MSL. **Rwy 30**, trees 950' from departure end of runway, 200' right of centerline, 75' AGL/1024' MSL.

SIKESTON, MO

SIKESTON MEMORIAL MUNI

NOTE: **Rwy 20**, multiple light poles and trees beginning 166' from departure end of runway, 398' right of centerline, up to 49' AGL/368' MSL. Rod on light pole 1167' from departure end of runway, 798' left of centerline, 34' AGL/348' MSL.

SIOUX CENTER, IA

SIOUX CENTER MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1.**SIOUX CITY, IA**

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, std. w/ min. climb of 250' per NM to 4200, or 1400-3 for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 31**, climb via heading 310° to 2000 before turning east. **Rwy 35**, for climb in visual conditions: cross Sioux Gateway/Col Bud Day Field at or above 2300 MSL before proceeding on course.NOTE: **Rwy 13**, trees beginning 2042' from DER, 899' right of centerline, up to 100' AGL/1189' MSL. **Rwy 31**, trees beginning 2885' from DER, 122' left of centerline, up to 82' AGL/1171' MSL. Trees beginning 3100' from DER, 431' right of centerline, up to 100' AGL/1174' MSL. **Rwy 35**, trees beginning 795' from DER, 161' left of centerline, up to 100' AGL/1194' MSL. Trees beginning 473' from DER, 229' right of centerline, up to 100' AGL/1194' MSL.**SPRINGFIELD, MO**

SPRINGFIELD-BRANSON NATIONAL

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 250' per NM to 1400.**SULLIVAN, MO**

SULLIVAN RGNL

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1 or std. with a min. climb of 320' per NM to 1200.**TARKIO, MO**

GOULD PETERSON MUNI (K57)

ORIG 08269 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 1797' from departure end of runway, 22' left of centerline, 59' AGL/968' MSL. Multiple trees, power poles, vehicle on road and well beginning 94' from departure end of runway, 163' right of centerline, 75' AGL/984' MSL. **Rwy 36**, multiple trees, power poles beginning 404' from departure end of runway, 126' left of centerline, 31' AGL/990' MSL. Multiple trees, power poles and hangers beginning 44' from departure end of runway, 68' right of centerline, 48' AGL/997' MSL.**TIPTON, IA**

MATHEWS MEMORIAL

TAKE-OFF MINIMUMS: **Rwys 11, 29**, 300-1.DEPARTURE PROCEDURE: **Rwy 11**, climb runway heading to 3000 before turning. **Rwy 29**, climbing right turn heading 360° to 3000 before turning.**TRENTON, MO**

TRENTON MUNI

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 500-2 or std. with a min. climb of 350' per NM to 1400.DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1400 before proceeding on course.**VINTON, IA**

VINTON VETERANS MEMORIAL AIRPARK

DEPARTURE PROCEDURE: **All Rwys**, north and east departures (270° CW 160°) climb on runway heading to 3400 before turning.**WARRENSBURG, MO**

SKYHAVEN

NOTE: **Rwy 13**, sign 177' from departure end of runway, 273' right of centerline, 30' AGL/815' MSL. **Rwy 18**, multiple trees beginning 5' from departure end of runway, 160' right of centerline, up to 39' AGL/826' MSL. Building, sign, multiple trees and poles beginning 466' from departure end of runway, 188' left of centerline, up to 48' AGL/837' MSL. **Rwy 36**, multiple trees beginning 192' from departure end of runway, 327' right of centerline, up to 20' AGL/817' MSL.**WASHINGTON, IA**

WASHINGTON MUNI

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.**WASHINGTON, MO**

WASHINGTON RGNL (FYG)

AMDT 1 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 400-2¼ or std. w/ min. climb of 275' per NM to 1000.DEPARTURE PROCEDURE: **Rwy 15**, climb heading 153° to 1100 before turning left.NOTE: **Rwy 15**, numerous trees beginning 3076' from DER, 618' left of centerline up to 108' AGL/589' MSL.**Rwy 33**, numerous trees beginning 1035' from DER, 171' left of centerline, up to 68' AGL/552' MSL.

Numerous trees beginning 2907' from DER, 66' right of centerline up to 65' AGL/824' MSL.

WATERLOO, IA

WATERLOO RGNL

NOTE: **Rwy 6**, multiple trees beginning 2087' from departure end of runway, 265' right of centerline, up to 71' AGL/944' MSL, tree 2226' from departure end of runway, 125' left of centerline, 69' AGL/932' MSL. **Rwy 24**, tree 2262' from departure end of runway, 473' right of centerline, 55' AGL/925' MSL. **Rwy 30**, multiple trees beginning 2160' from departure end of runway, 938' right of centerline, up to 95' AGL/995' MSL. **Rwy 36**, multiple trees beginning 1213' from departure end of runway, 157' right of centerline, up to 54' AGL/1004' MSL.**WAVERLY, IA**

WAVERLY MUNI

TAKE-OFF MINIMUMS: **Rwys 11, 29**, 300-1.

WEST PLAINS, MO**WEST PLAINS MUNI**

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1½ or std. w/ a min. climb of 215' per NM to 1500.

NOTE: **Rwy 18**, multiple trees beginning 98' from departure end of runway, 65' right of centerline, up to 50' AGL/1267' MSL. Multiple trees beginning 978' from departure end of runway, 388' left of centerline, up to 100' AGL/1277' MSL. **Rwy 36**, trees 3567' from departure end of runway, 14' left of centerline, 100' AGL/1319' MSL. Trees 5791' from departure end of runway, 1206' left of centerline, 100' AGL/1379' MSL.

WEST UNION, IA**GEORGE L. SCOTT MUNI**

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1700 before turning.

WHITEMAN AFB (KSZL)

NOB NOSTER, MO. ORIG, 09155

TAKE-OFF OBSTACLES: **Rwy 1**, Aircraft 14' AGL/885' MSL, 22' from DER, 430' left of centerline. Aircraft 14' AGL/885' MSL, 31' from DER, 535' left of centerline.

Rwy 19, Aircraft 16' AGL/851' MSL, 22' from DER, 468' left of centerline. Aircraft 16' AGL/851' MSL, 57' from DER, 468' left of centerline. Aircraft 14' AGL/849' MSL, 13' from DER, 538' left of centerline.

WINTERSET, IA**WINTERSET-MADISON COUNTY**

TAKE-OFF MINIMUMS: **Rwy 14**, 300-1.

APP CRS
307°

Rwy Idg	3400
TDZE	963
Apt Elev	963

RNAV (GPS) RWY 31

ALBIA MUNI (4C8)



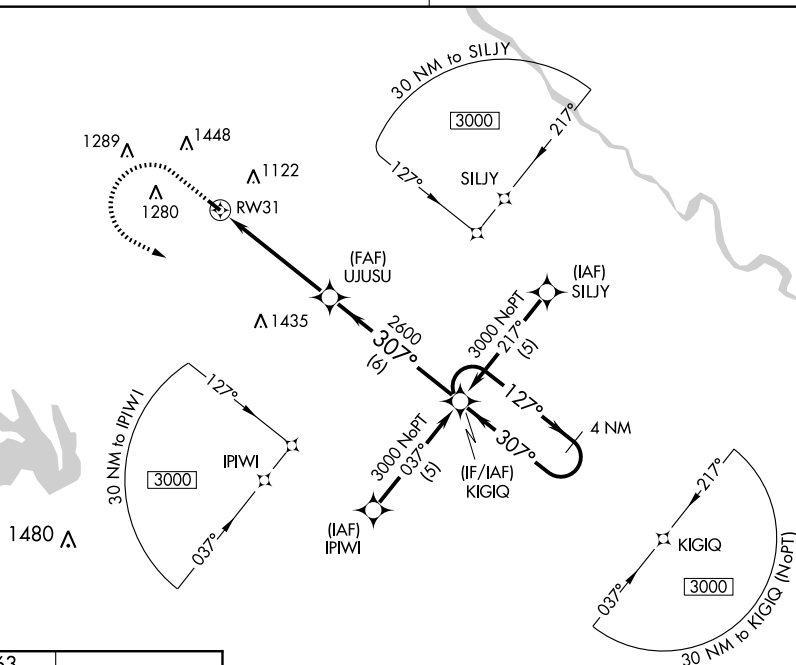
Use Ottumwa altimeter setting.



GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA

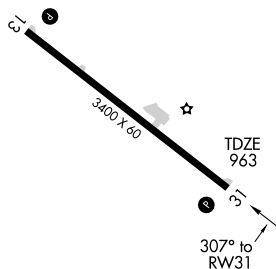
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct KIGIQ WP and hold.

CHICAGO CENTER
118.15 354.1

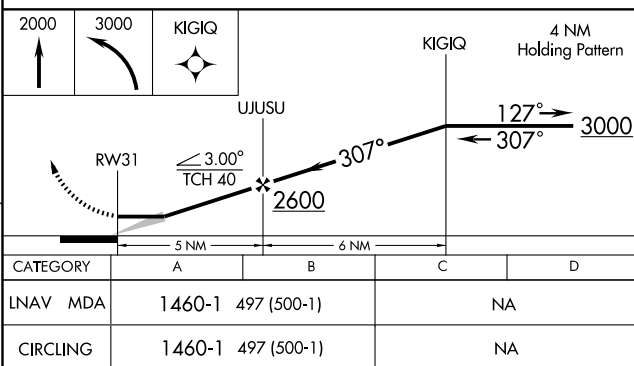
UN|COM
122.8 (CTAF) **L**

NC-3, 17 DEC 2009 to 14 JAN 2010

ELEV 963





MIRL Rwy 13-31

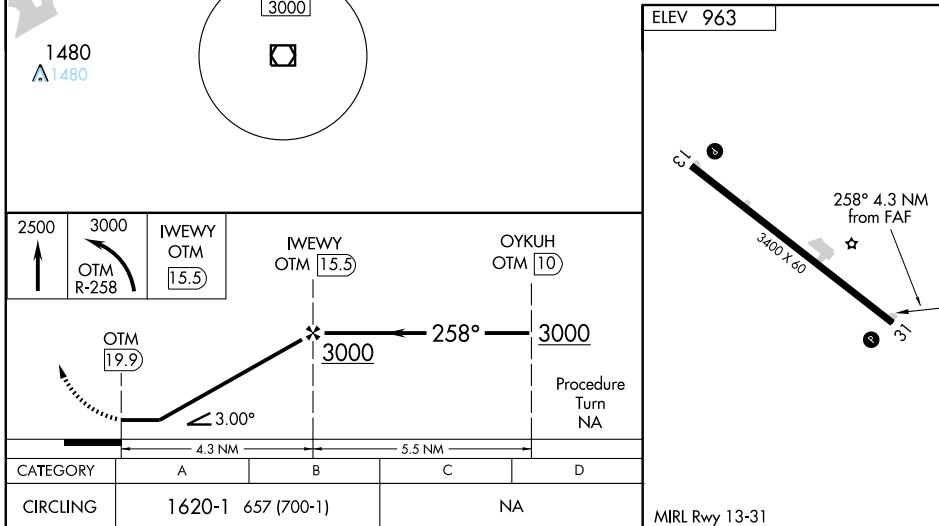
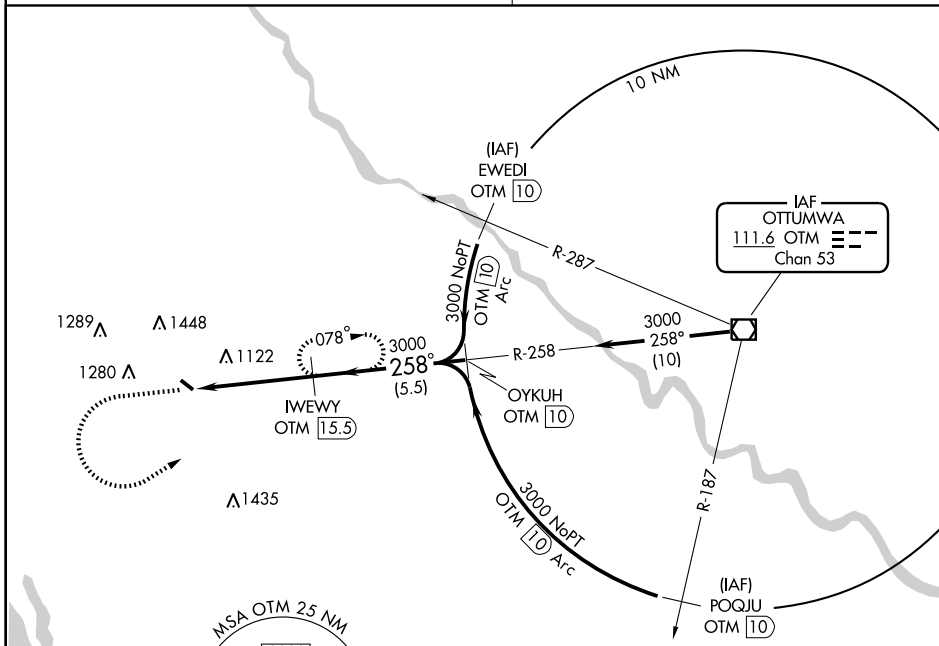


AL-6545 (FAA)

VOR/DME OTM 111.6 Chan 53	APP CRS 258°	Rwy Idg TDZE Apt Elev	N/A N/A 963
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VOR/DME-A
ALBIA MUNI (4C8)

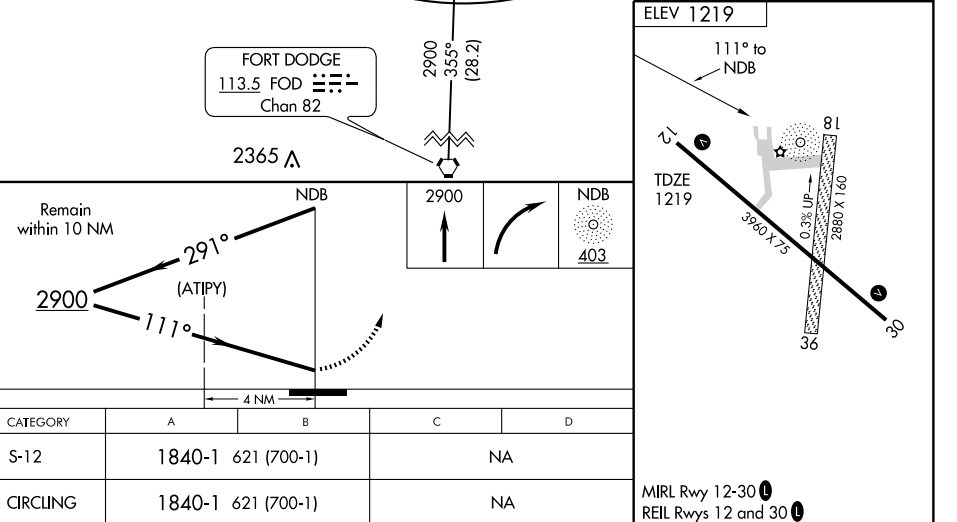
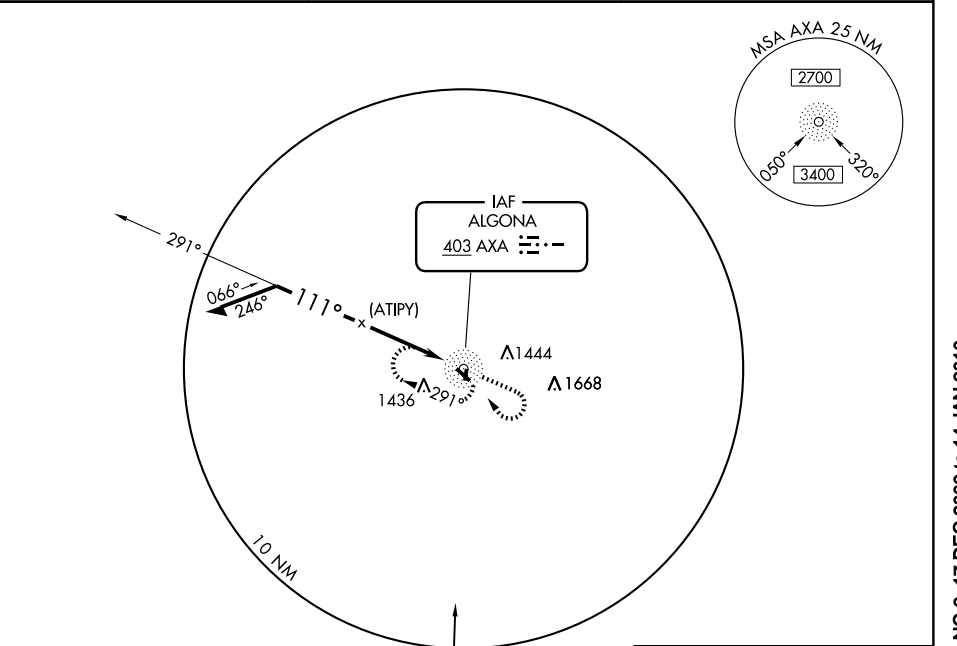
 NA Use Ottumwa altimeter setting.	MISSED APPROACH: Climb to 2500 then left climbing turn to 3000 via OTM R-258 to IWEWY/OTM 15.5 DME and hold.
CHICAGO CENTER 118.15 354.1	UNICOM 122.8 (CTAF) 



NC-3, 17 DEC 2009 to 14 JAN 2010

MISSED APPROACH: Climb to 2900 then right turn direct AXA NDB and hold.



AWOS-3 118.475	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 
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APP CRS	Rwy Idg	3960
309°	TDZE	1219
	Apt Elev	1219

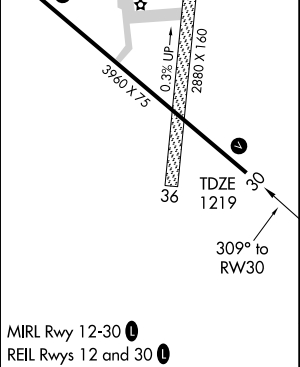
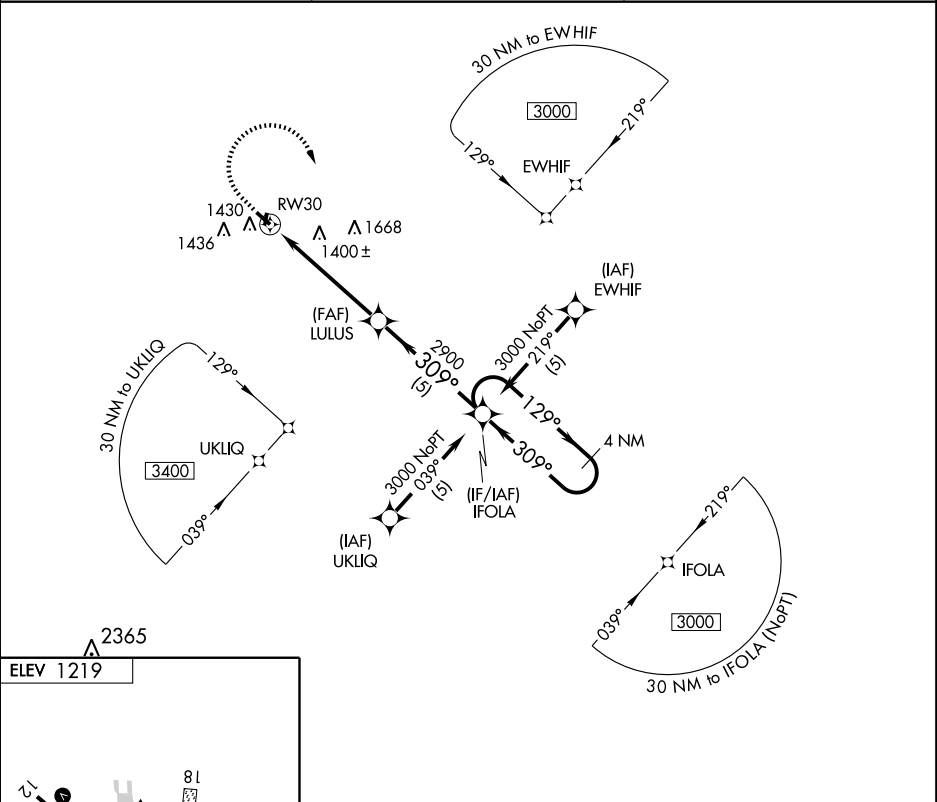
RNAV (GPS) RWY 30




ALGONA MUNI (AXA)


 GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct IFOLA WP and hold.

AWOS-3 118.475	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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	2500	3000	IFOLA	
				
			LULUS	IFOLA 4 NM Holding Pattern
			1.3 NM to RW30	129° 3000
			3.00° TCH 40	309°
			2900	
			1.3	3.9 NM 5 NM
CATEGORY	A	B	C	D
LNAB MDA	1660-1	441 (500-1)	NA	NA
CIRCLING	1740-1	521 (600-1)	NA	NA

VORTAC FOD 113.5 Chan 82	APP CRS 355°	Rwy Idg TDZE Apt Elev	N/A N/A 1219
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VOR/DME or GPS-A

ALGONA MUNI (A.X.A.)

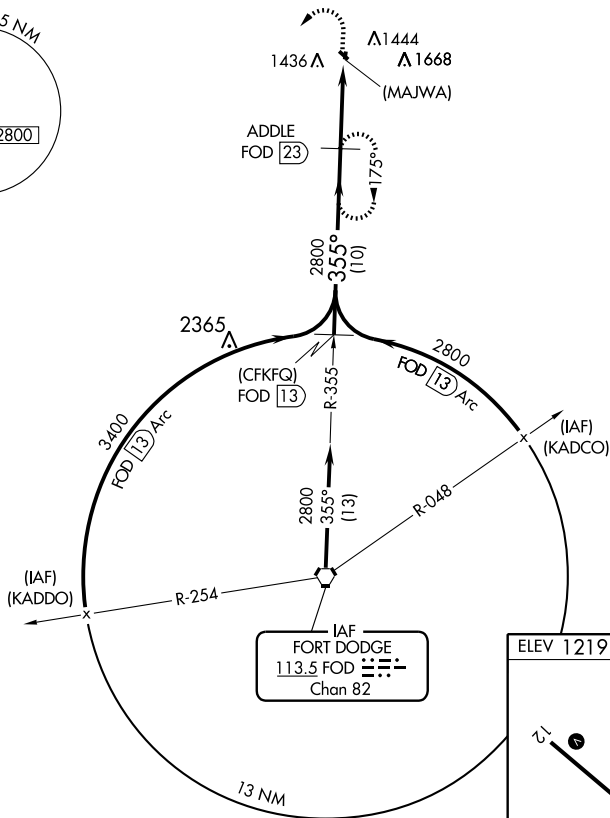
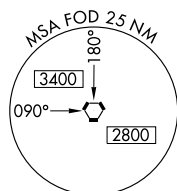


MISSED APPROACH: Climb to 2800 then left turn via FOD R-355 to ADDLE 23 DME and hold.

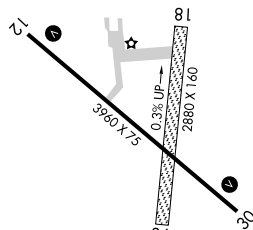
AWOS-3
118.475

MINNEAPOLIS CENTER
134.0 288.3




UNICOM
122.8 (CTAF) 0



ELEV 1219



MIRL Rwy 12-30 0
REIL Rws 12 and 30 0

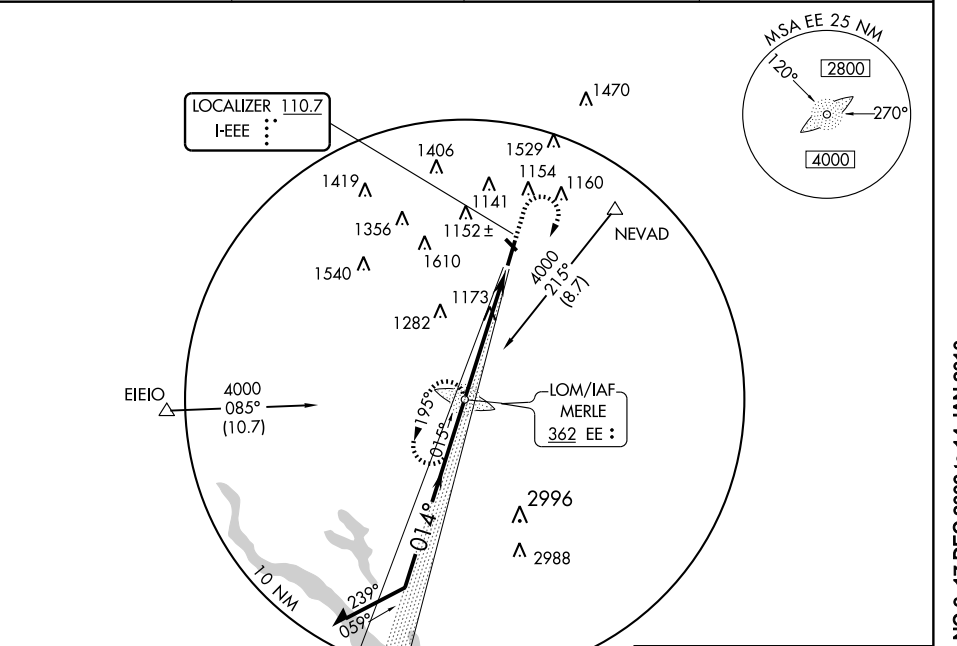
<div>(CFKFQ) FOD 13</div>		<div>ADDLE FOD 23</div>		<div>2800 ↑</div>		<div> FOD R-355</div>		<div>ADDLE FOD 23</div>	
<div>2800</div>		<div>355°</div>		<div>2800</div>		<div>(MAJWA) FOD 27.8</div>		<div></div>	
<div>Procedure Turn NA</div>		<div>10 NM</div>		<div>4.8 NM</div>		<div></div>			
<div>CATEGORY</div>		<div>A</div>		<div>B</div>		<div>C</div>		<div>D</div>	
<div>CIRCLING</div>		<div>1780-1 561 (600-1)</div>		<div>1800-1¼ 581 (600-1¼)</div>		<div>NA</div>			

NA

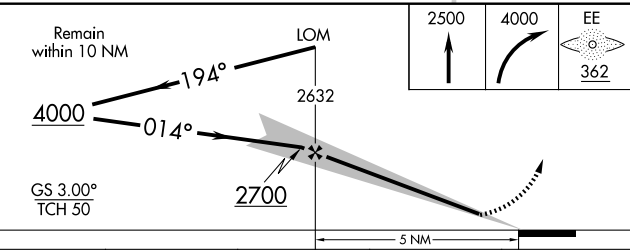
MALSR

MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct MERLE LOM and hold.

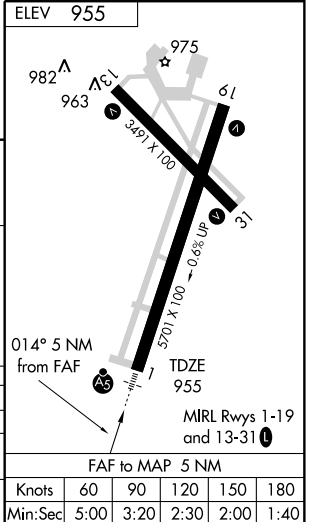
ASOS 132.025	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.0 0	UNICOM 122.7 (CTAF)
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ADF REQUIRED




CATEGORY	A	B	C	D
S-ILS 1	1155-1/2 200 (200-1/2)			
S-LOC 1	1440-1/2	485 (500-1/2)	1440-3/4 485 (500-3/4)	1440-1 485 (500-1)
CIRCLING	1440-1	485 (500-1)	1460-1 1/2 505 (600-1 1/2)	1520-2 565 (600-2)



APP CRS	Rwy Idg	5701
014°	TDZE	955
	Apt Elev	955


RNAV (GPS) RWY 1

AMES MUNI (AMW)



NA

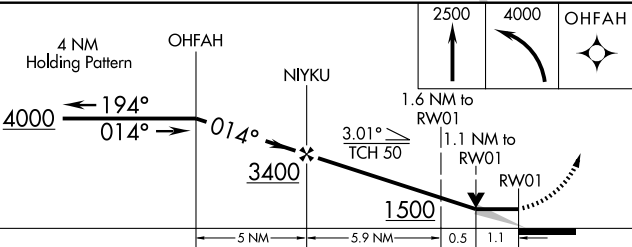
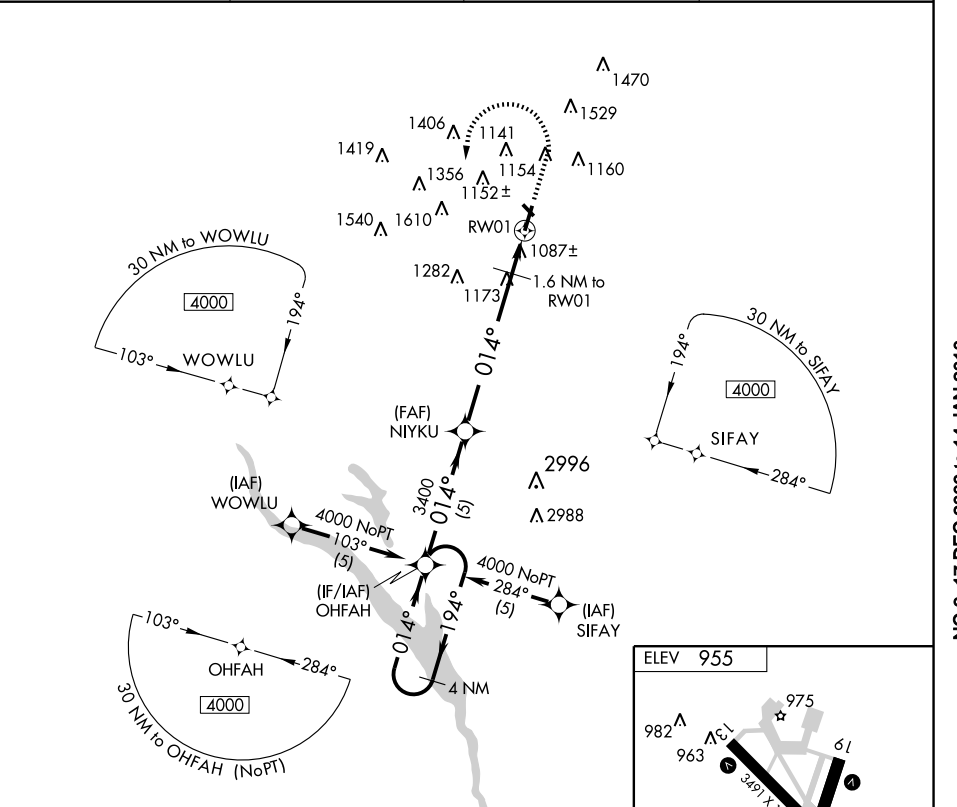
For inoperative MALSR, increase LNAV Cat D visibility to 1 1/4.
DME/DME RNP-0.3 NA.



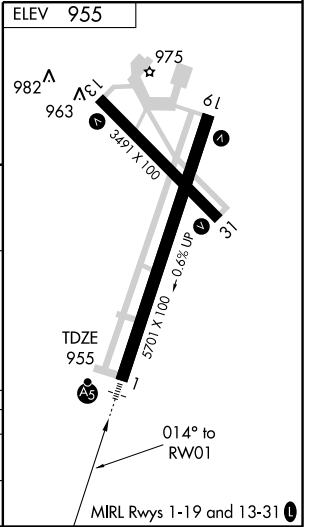
MALSR

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct OHFAH WP and hold.

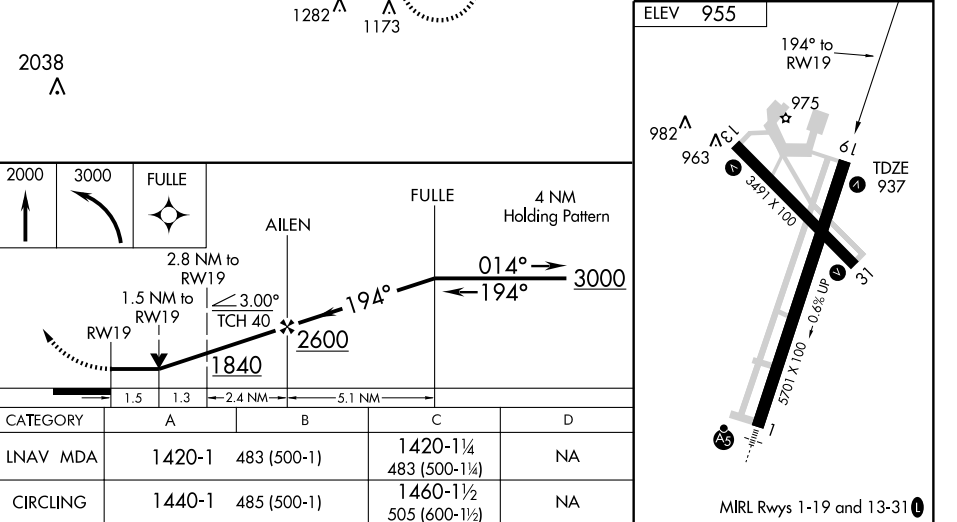
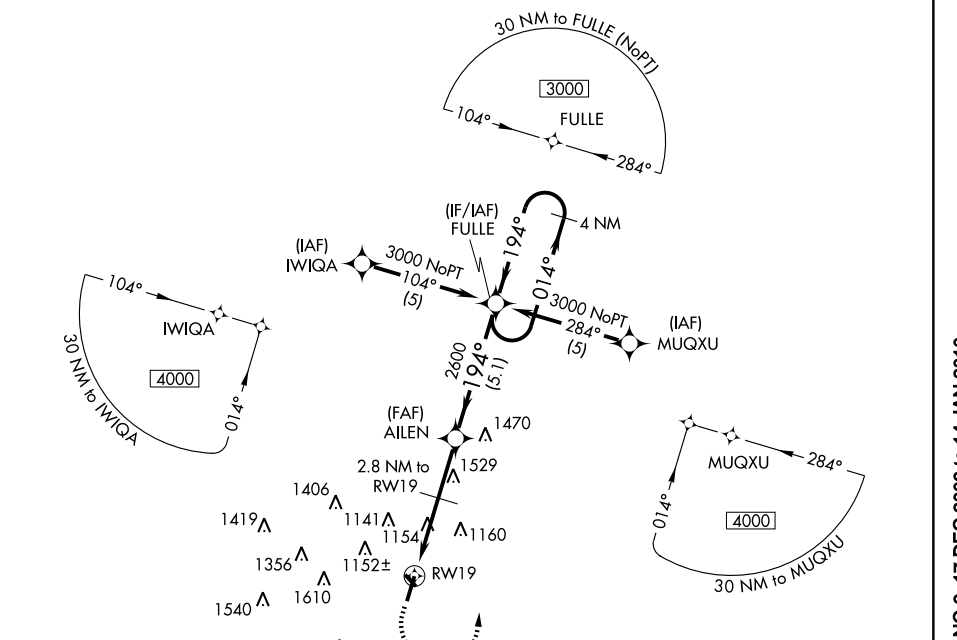
ASOS 132.025	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.0 0	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	1340-1/2 385 (400-1/2)			1340-1 385 (400-1)
CIRCLING	1440-1 485 (500-1)	1460-1 1/2 505 (600-1 1/2)		1520-2 565 (600-2)



<div><div><div></div><div>NA</div></div></div> <div>DME/DME RNP-0.3 NA.</div>		MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct FULLE WP and hold.	
ASOS 132.025	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.0	UNICOM 122.7 (CTAF)

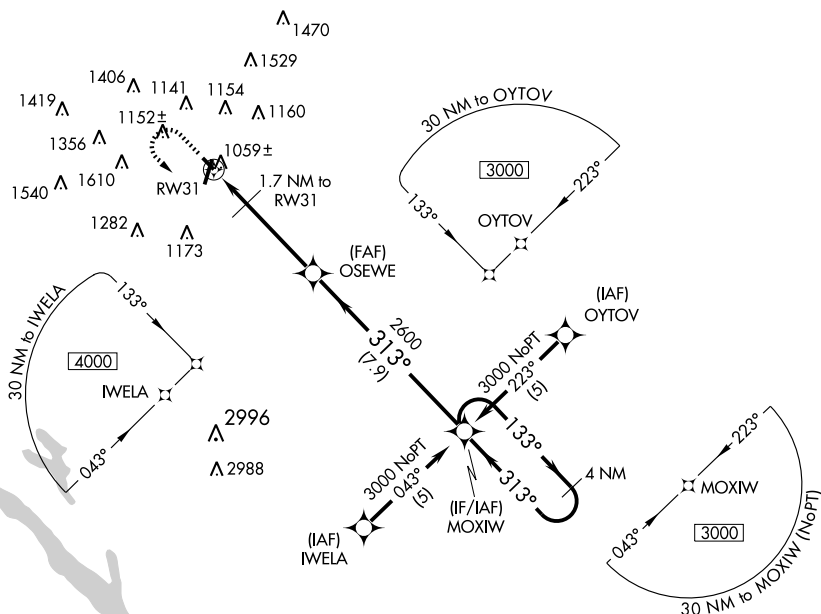


NC-3, 17 DEC 2009 to 14 JAN 2010

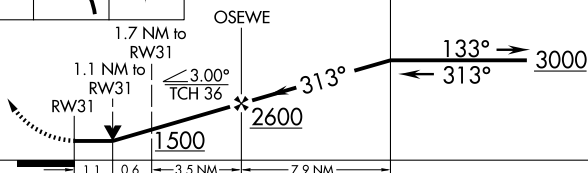
APP CRS
313°Rwy Idg **3491**
TDZE **930**
Apt Elev **955****RNAV (GPS) RWY 31**
AMES MUNI (AMW)

DME/DME RNP-0.3 NA.

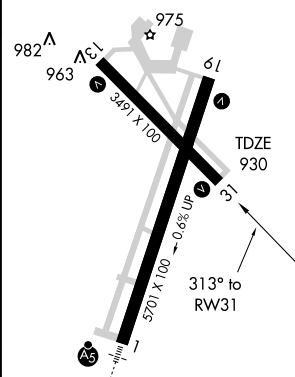
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MOXIW WP and hold.

ASOS
132.025DES MOINES APP CON
123.9 307.15CLNC DEL
126.0 0UNICOM
122.7 (CTAF)

2000 3000 MOXIW



ELEV 955



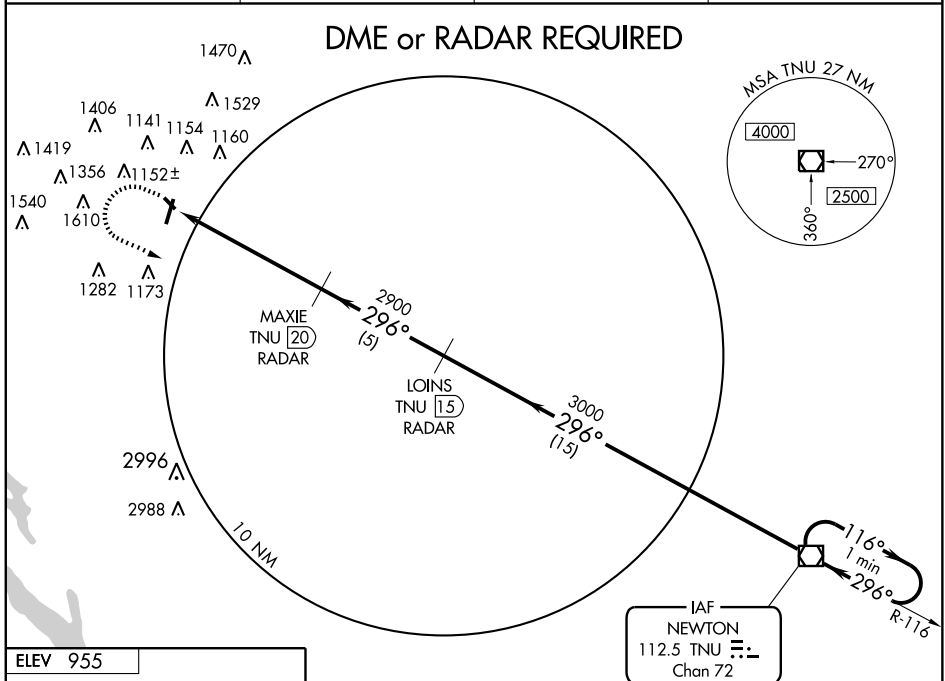
MIRL Rwy 1-19 and 13-31 0

VOR/DME TNU	APP CRS	Rwy Idg	3491
112.5	296°	TDZE	930
Chan 72		Apt Elev	955

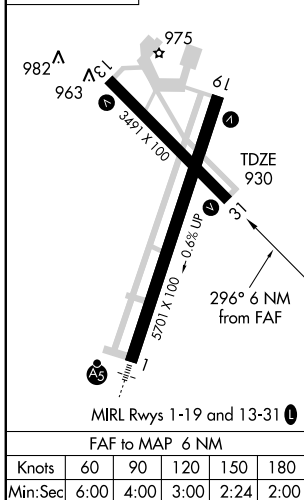
VOR RWY 31

AMES MUNI (AMW)

<p>MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct TNU VOR/DME and hold.</p>			
ASOS 132.025	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.0 0	UNICOM 122.7 (CTAF)



ELEV 955



NoPT for arrivals on TNU VOR/DME
airway radials 031 clockwise 081.

2000		3000		TNU 112.5	
		MAXIE TNU 20 RADAR		LOINS TNU 15 RADAR	
TNU 26				VOR/DME	
≤ 3.06° TCH 36		296°		116° → 3000 ← 296°	
6 NM		5 NM		15 NM	
CATEGORY	A	B	C	D	
S-31	1500-1 570 (600-1)	1500-1¼ 570 (600-1¼)	1500-1½ 570 (600-1½)	NA	
CIRCLING	1500-1 545 (600-1)	1500-1¼ 545 (600-1¼)	1500-1½ 545 (600-1½)	NA	

LOC/DME I-FVH 111.1 Chan 48	APP CRS 357°	Rwy Idg TDZE Apt Elev	5500 891 910
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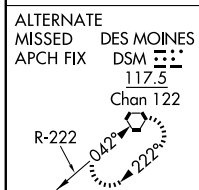
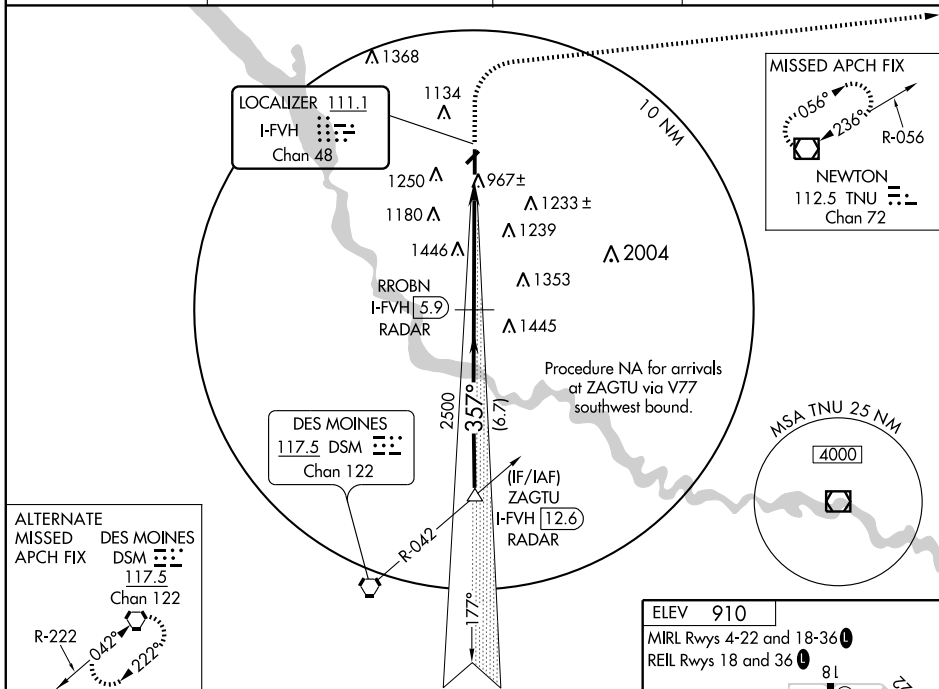
ILS or LOC RWY 36

ANKENY RGNL (IKV)

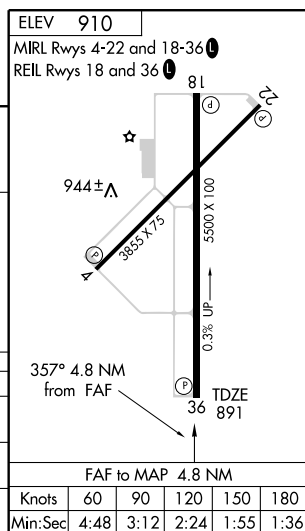
NA Circling to Rwy 22 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Des Moines Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet. Increase S-ILS 36 all Cats, and Circling Cat C visibility ¼ mile. VDP NA when using Des Moines Intl altimeter setting. DME or RADAR required.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct TNU VOR/DME and hold.

AWOS-3 119.175	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.65	UNICOM 122.9 (CTAF) 0
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VGSI and ILS glidepath not coincident.				
Procedure Turn NA				
ZAGTU I-FVH 12.6 RADAR				
RROBN I-FVH 5.9 RADAR				
I-FVH 2.4				
I-FVH 1.1				
GS 3.00° TCH 51				
6.7 NM 3.5 NM 1.3				
CATEGORY	A	B	C	D
S-ILS 36	1141-¾ 250 (300-¾)			NA
S-LOC 36	1320-1 429 (500-1)		1320-1¼ 429 (500-1¼)	NA
CIRCLING	1560-1 650 (700-1)		1560-1¼ 650 (700-1¼)	NA



APP CRS	Rwy Idg	5500
177°	TDZE	903
	Apt Elev	910

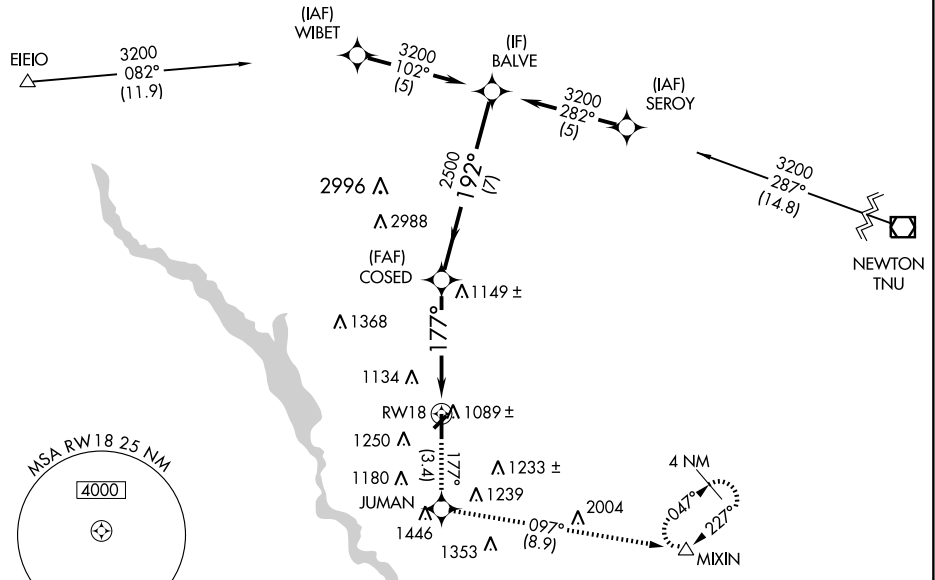
RNAV (GPS) RWY 18

ANKENY RGNL (IKV)

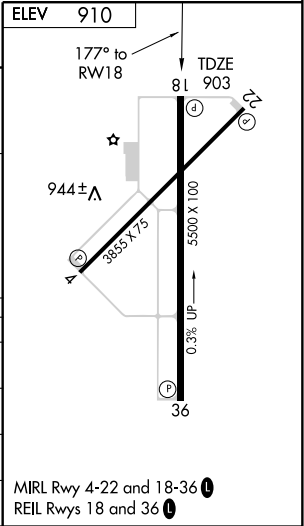
⚠ DME/DME RNP- 0.3 NA. Circling Rwy 22 NA at night.
⚠ When local altimeter setting not received, use Des Moines Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
Baro-VNAV and VDP NA when using Des Moines Intl altimeter setting.

MISSED APPROACH: Climb to 4000 via 177° course to JUMAN WP then left turn via 097° course to MIXIN WP and hold.

AWOS-3 119.175	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.65	UNICOM 122.9 (CTAF) 0
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VGSI and RNAV glidepath not coincident				
<div>Procedure Turn NA</div> <div>BALVE</div> <div>COSED</div> <div>JUMAN</div> <div>MIXIN</div> <div>3200</div> <div>192°</div> <div>2500</div> <div>177°</div> <div>7 NM</div> <div>3.3 NM</div> <div>1.5 NM</div> <div>4000</div> <div>177°</div> <div>097°</div> <div>*1.5 NM to RW18</div> <div>*LNAV only</div> <div>RW18</div> <div>GS 3.00°</div> <div>TCH 45</div>				
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1478-2 575 (600-2)			
LNAV MDA	1340-1	437 (500-1)	1340-1¼ 437 (500-1¼)	NA
CIRCLING	1560-1½	650 (700-1½)	1560-1¾ 650 (700-1¾)	NA



APP CRS	Rwy Idg	3855
222°	TDZE	900
	Apt Elev	910

RNAV (GPS) RWY 22

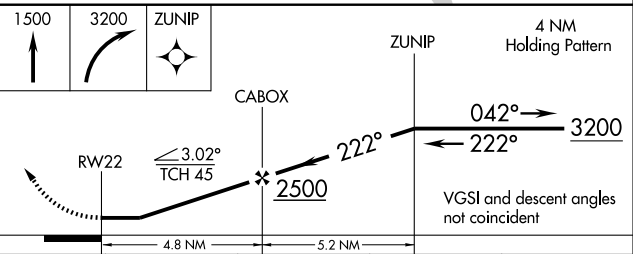
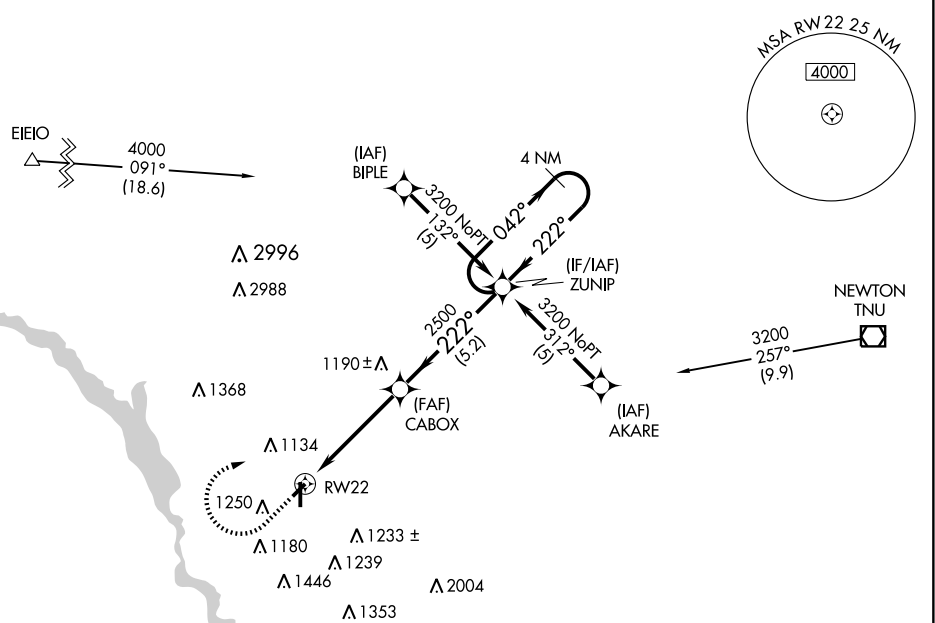
ANKENY RGNL (IKV)

▼ DME/DME RNP- 0.3 NA. Procedure NA at night.

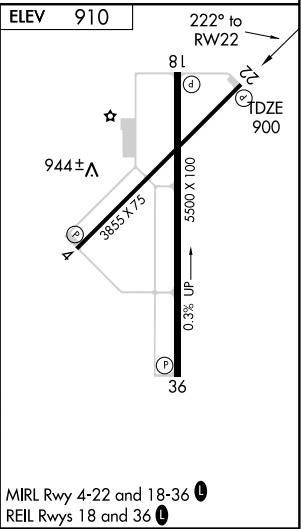
▲ When local altimeter setting not received, use Des Moines Intl altimeter setting and increase all MDA 40 feet. Increase LNAV and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then right climbing turn to 3200 direct ZUNIP WP and hold.

AWOS-3 119.175	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.65	UNICOM 122.9 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1380-1	480 (500-1)	1380-1¼ 480 (500-1¼)	NA
CIRCLING	1560-1	650 (700-1)	1560-1¾ 650 (700-1¾)	NA



WAAS CH 70512 W36A	APP CRS 357°	Rwy Idg 5500 TDZE 891 Apt Elev 910
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RNAV (GPS) RWY 36

ANKENY RGNL (IKV)

- T** Circling to Rwy 22 NA at night. DME/DME RNP-0.3 NA.
A Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Des Moines
 and increase all DA 31 feet and all MDA 40 feet. Increase
 Circling Cat C visibility ½ mile.
 VDP NA when using Des Moines Intl altimeter setting.

MISSED APPROACH: Climb to 4000
direct HAGVO and right turn via 087°
track to CINOR and hold.

AWOS-3 119.175	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.65	UNICOM 122.9 (CTAF) 0
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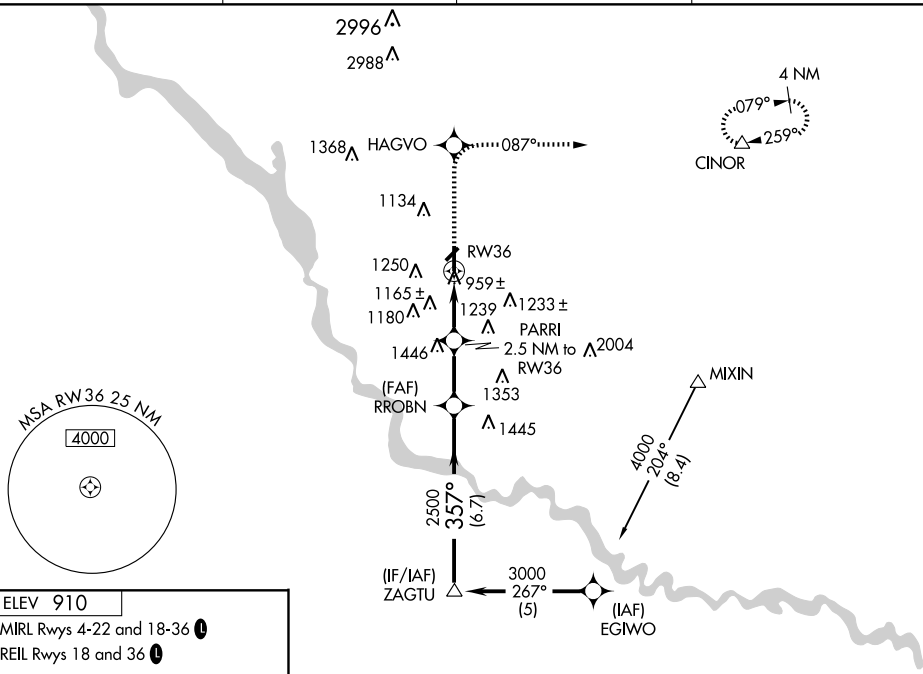
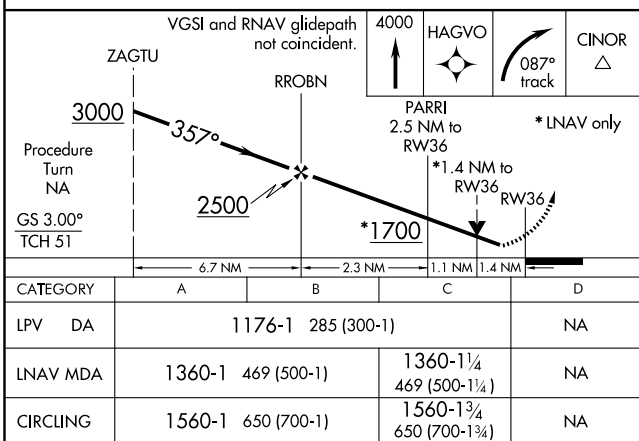


Diagram of the TDZE 891 signal head. The diagram shows the 36 and 81 lenses, the 5500 x 100 lens, and the 357° to RW36 angle. The 36 lens is labeled "36" and the 81 lens is labeled "81". The 5500 x 100 lens is labeled "5500 X 100". The 357° to RW36 angle is indicated by an arrow pointing to the 36 lens.

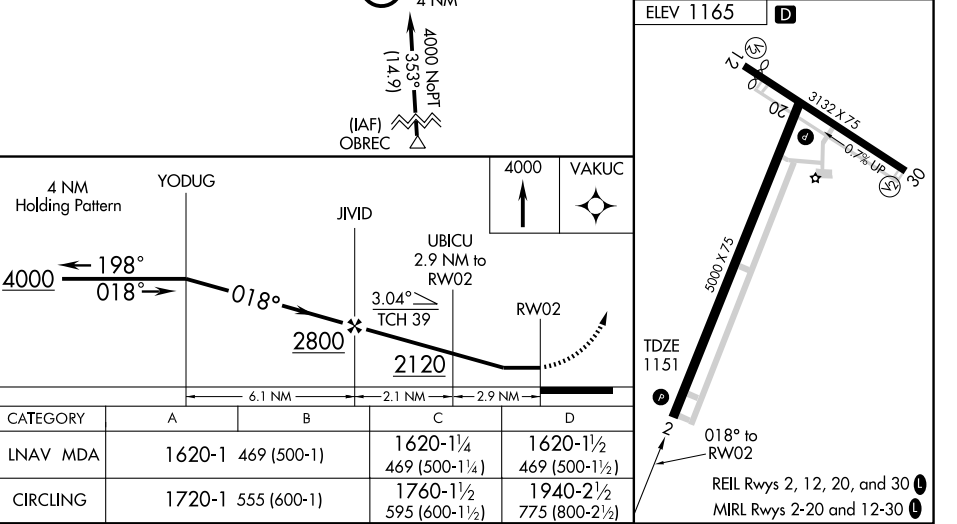
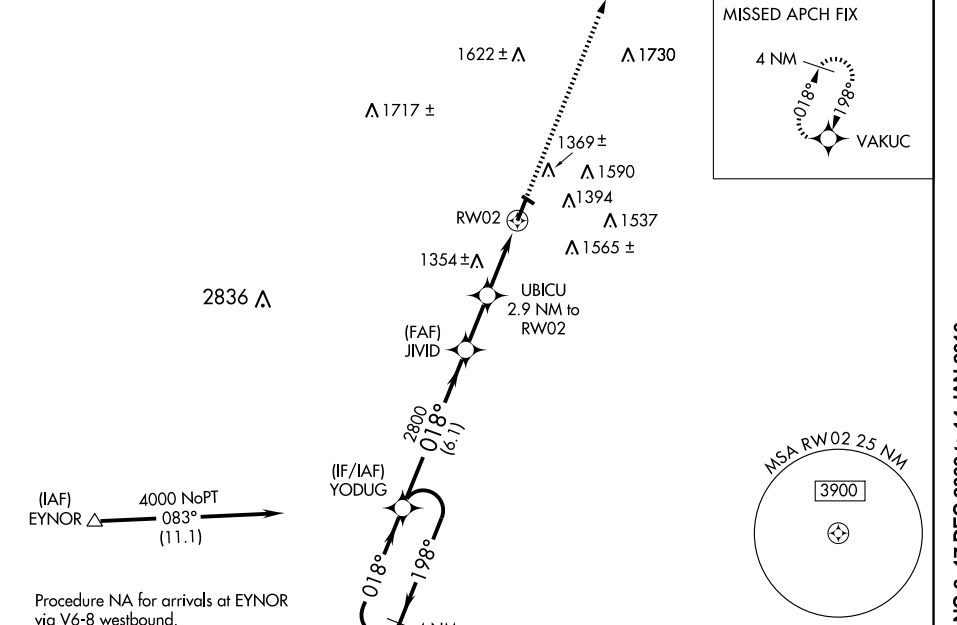


⚠ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

⚠ When local altimeter setting not received, use Harlan altimeter setting and increase all MDA 60 feet, increase LNAV and circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct VAKUC and hold.

AWOS-3 127.825	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.7 (CTAF) 0
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APP CRS 198°	Rwy Idg TDZE Apt Elev	5000 1151 1165
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RNAV (GPS) RWY 20
ATLANTIC MUNI (AIO)

ATLANTIC MUNI (AIO)



DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Harlan altimeter setting and increase all MDA 60 feet, increase LNAV Cat D and circling Cat C and D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 4000 direct YODUG and hold.

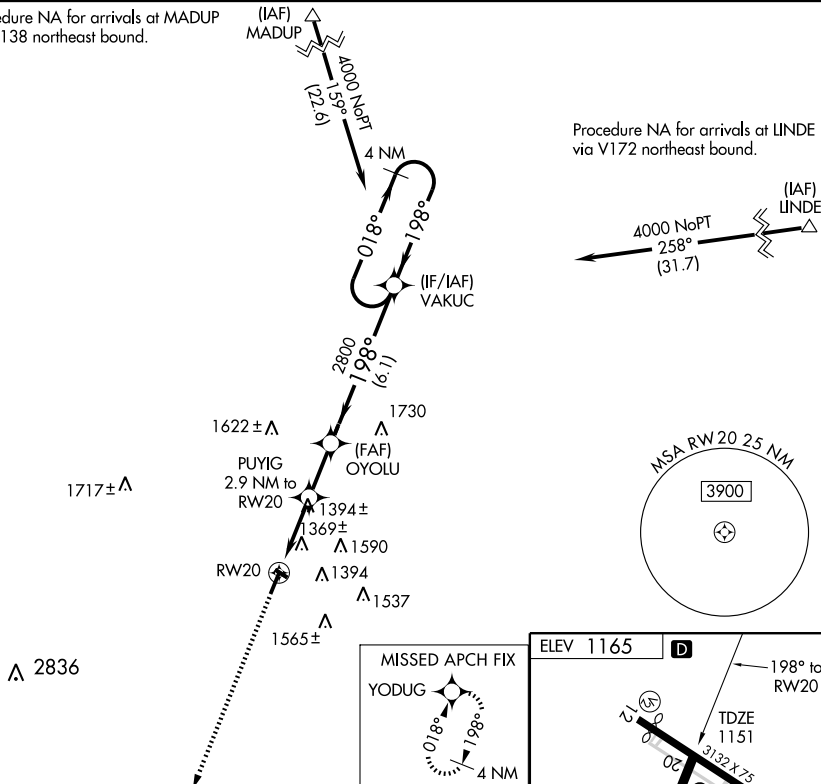
AWOS-3
127.825



MINNEAPOLIS CENTER
119.6 290.4

UNICOM
122.7 (CTAF) **L**

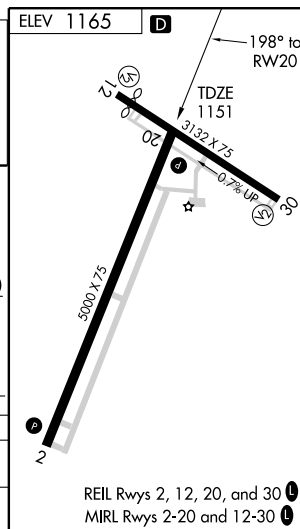
Procedure NA for arrivals at MADUP
via V138 northeast bound.

Procedure NA for arrivals at LINDE
via V172 northeast bound.



4000	YODUG
	

CATEGORY	A	B	C	D
LNAV MDA	1660-1 509 (500-1)		1660-1½ 509 (500-1½)	
CIRCLING	1720-1 555 (600-1)		1760-1½ 595 (600-1½)	1940-2½ 775 (800-2½)



NDB ADU	APP CRS	Rwy Idg	3640
266	335°	TDZE	1287
		Apt Elev	1287

NDB RWY 32

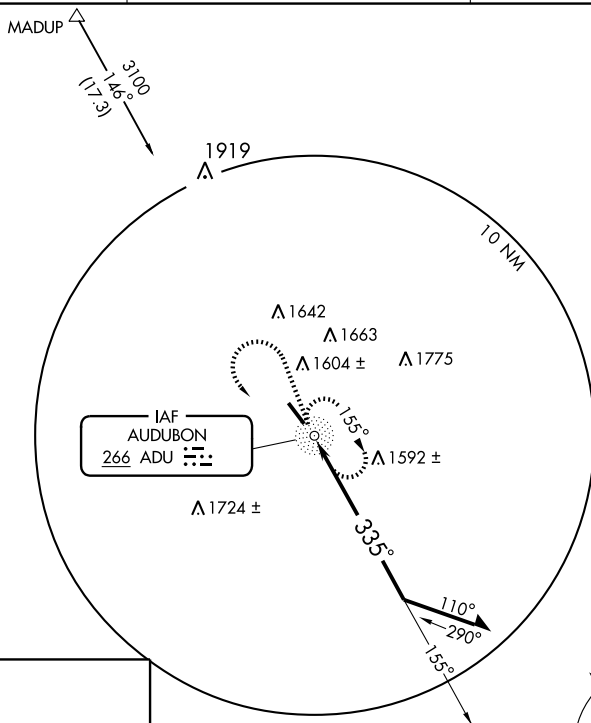
AUDUBON COUNTY (ADU)

<p>V</p> <p>NA</p>	<p>MISSED APPROACH: Climb to 3100 then left turn direct ADU NDB and hold.</p>
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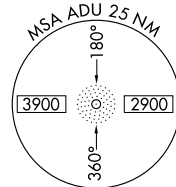
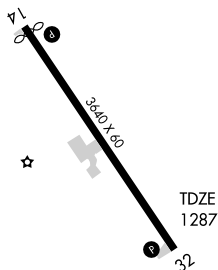
AWOS-3
118.075

MINNEAPOLIS CENTER
119.6 290.4

UNICOM
122.8 (CTAF) 0



ELEV 1287



3100



ADU
266

NDB

Remain
within 10 NM

155°

3100

335°

0.5

CATEGORY	A	B	C	D
S-32	1980-1	693 (700-1)	NA	
CIRCLING	1980-1	693 (700-1)	NA	

HIRL Rwy 14-32 0

REIL Rws 14 and 32 0

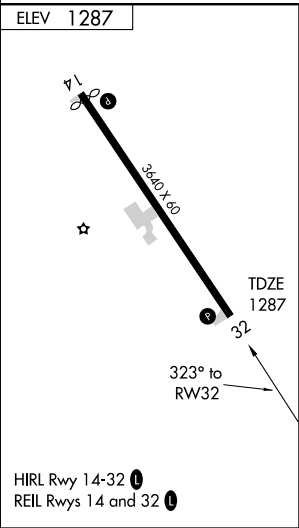
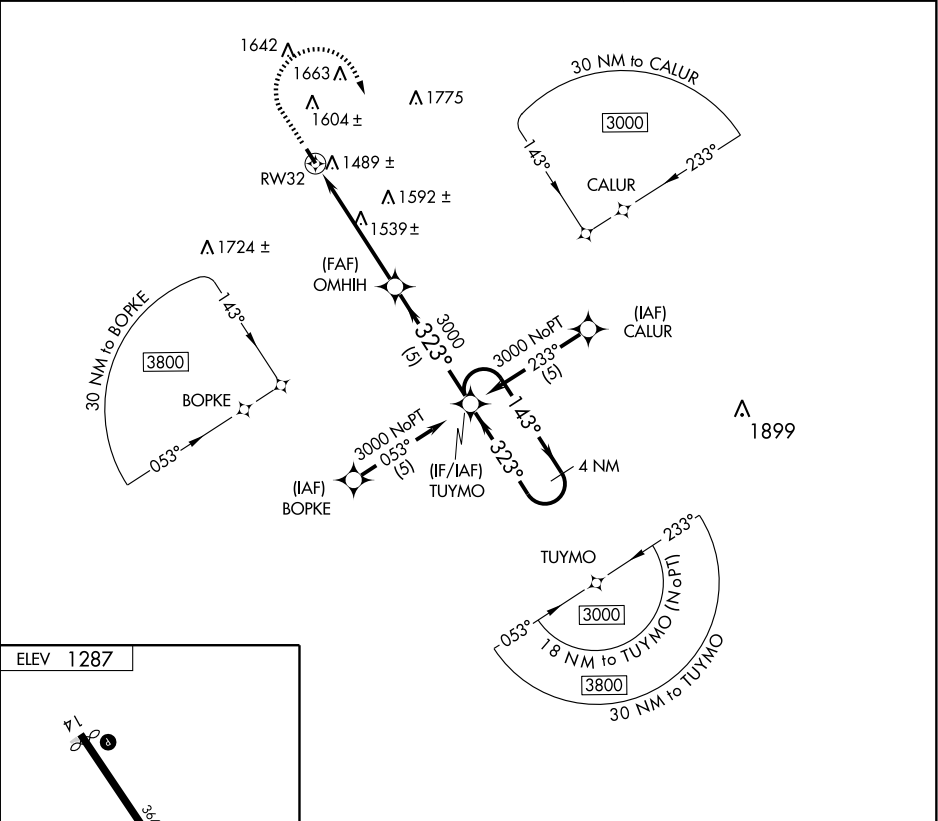
APP CRS	Rwy Idg	3640
323°	TDZE	1287
	Apt Elev	1287

RNAV (GPS) RWY 32

AUDUBON COUNTY (ADU)

NA	GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.	MISSED APPROACH: Climb to 2500, then climbing right turn to 3000 direct TUYMO WP and hold.
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AWOS-3 118.075	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF)
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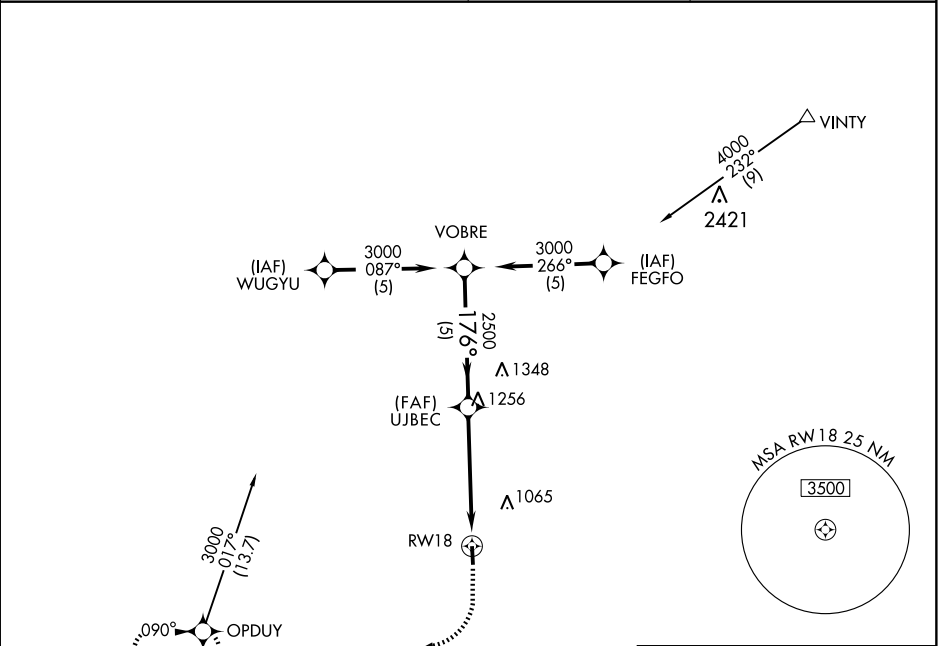


	2500	3000	TUYMO	OMHIIH	TUYMO	4 NM Holding Pattern
			1.5 NM to RWY 32	1.5 NM	3.8 NM	5 NM
			RWY 32	1800	≤3.00° TCH 40	
CATEGORY	A	B	C	D		
RNAV MDA	1740-1	453 (500-1)	NA			
CIRCLING	1900-1	613 (700-1)	NA			

GPS RWY 18
BELLE PLAINE MUNI (T'ZT')

APP CRS	Rwy Idg	4000
176°	TDZE	771
	Apt Elev	771

▼ Use Cedar Rapids altimeter setting. ▲ NA		MISSED APPROACH: Climb to 2500, then climbing right turn to 3000 direct OPDUY WP and hold.
CEDAR RAPIDS APP CON ★ 119.7 266.8	CTAF 122.9	122.8 0



ELEV 771

176° to RWY 18

TDZE 771

81

4000 X 75

36

CATEGORY	A	B	C	D
S-18	1400-1	629 (700-1)	NA	
CIRCLING	1420-1 649 (700-1)	1460-1 689 (700-1)	NA	

MIRL Rwy 18-36 0

GPS RWY 36
BELLE PLAINE MUNI (T'ZT')

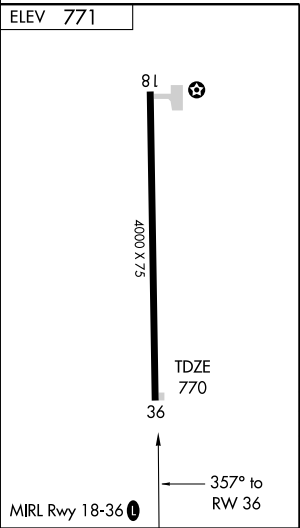
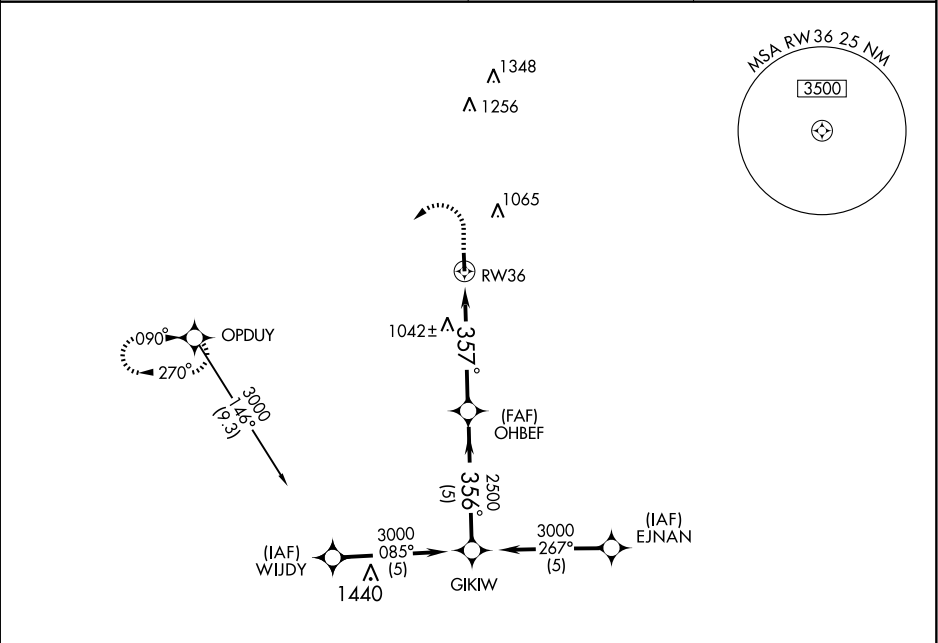
APP CRS	Rwy Idg	4000
357°	TDZE	770
	Apt Elev	771

▼ Use Cedar Rapids altimeter setting.

▲ NA

MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct OPDUY WP and hold.

CEDAR RAPIDS APP CON ★ 119.7 266.8	CTAF 122.9	122.8 0
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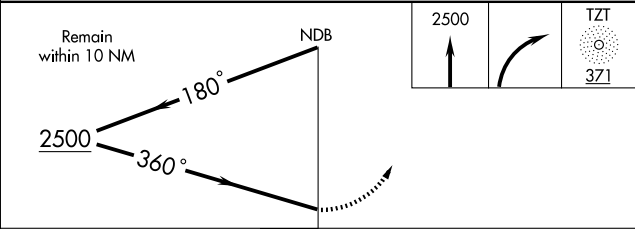
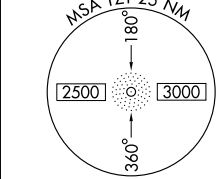
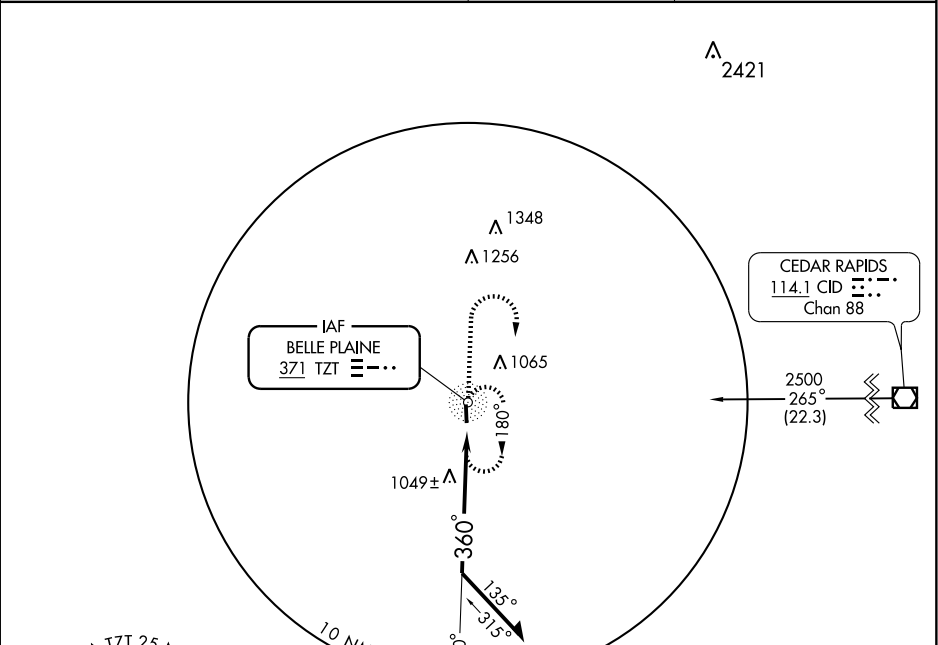


<div>2500</div> <div>3000</div> <div>OPDUY</div>				
<div>RW36</div> <div>OHBEF</div> <div>GIKIW</div> <div>357°</div> <div>356°</div> <div>3000</div> <div>2500</div> <div>Procedure Turn NA</div>				
<div>5 NM</div> <div>5 NM</div>				
CATEGORY	A	B	C	D
S-36	1380-1 610 (700-1)		NA	
CIRCLING	1420-1 649 (700-1)	1460-1 689 (700-1)	NA	

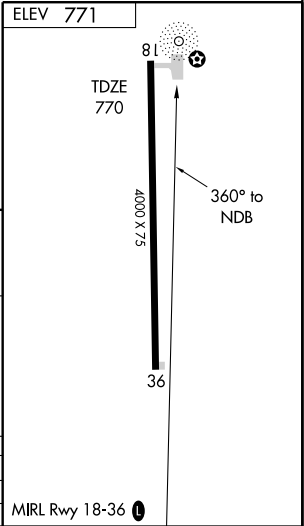
NDB TZT	APP CRS	Rwy Idg	4000
371	360°	TDZE	770
		Apt Elev	771

NDB RWY 36
BELLE PLAINE MUNI (TZT)

Use Cedar Rapids altimeter setting.	MISSED APPROACH: Climb to 2500 then right turn direct TZT NDB and hold.	
NA	CTAF	
CEDAR RAPIDS APP CON ★	122.9	122.8
119.7 266.8		



CATEGORY	A	B	C	D
S-36	1480-1	710 (800-1)	NA	
CIRCLING	1480-1	709 (800-1)	NA	

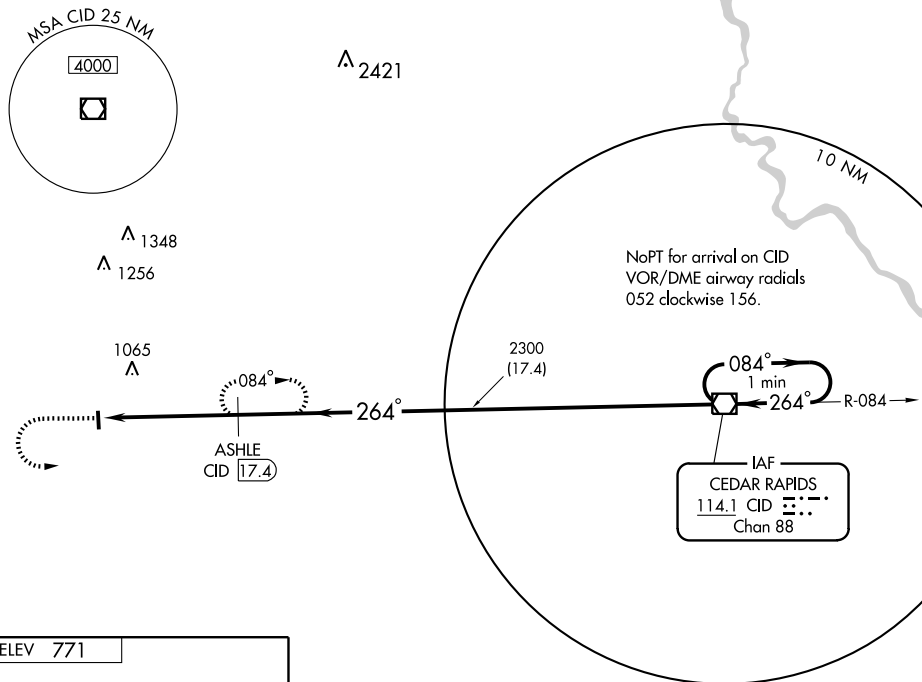


MISSED APPROACH: Climb to 2300 then left turn via CID R-264 to ASHLE 17.4 DME and hold.

CEDAR RAPIDS APP CON ★
119.7 266.8

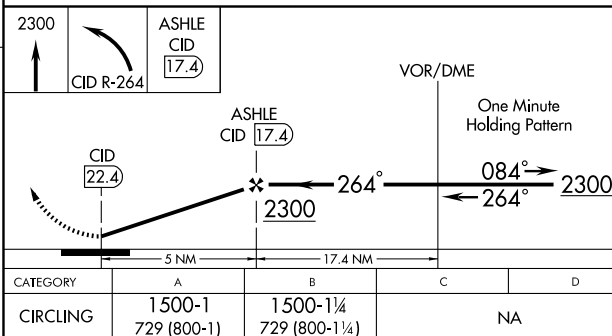
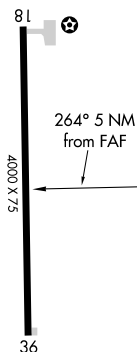
CTAF
122.9

122.8 L



NC-3, 17 DEC 2009 to 14 JAN 2010

ELEV 771

MIRL Rwy 18-36 **L**

NDB BEX	APP CRS	Rwy Idg	3401
<u>269</u>	354°	TDZE	888
		Apt Elev	888

NDB RWY 36
BLOOMFIELD MUNI (4K6)

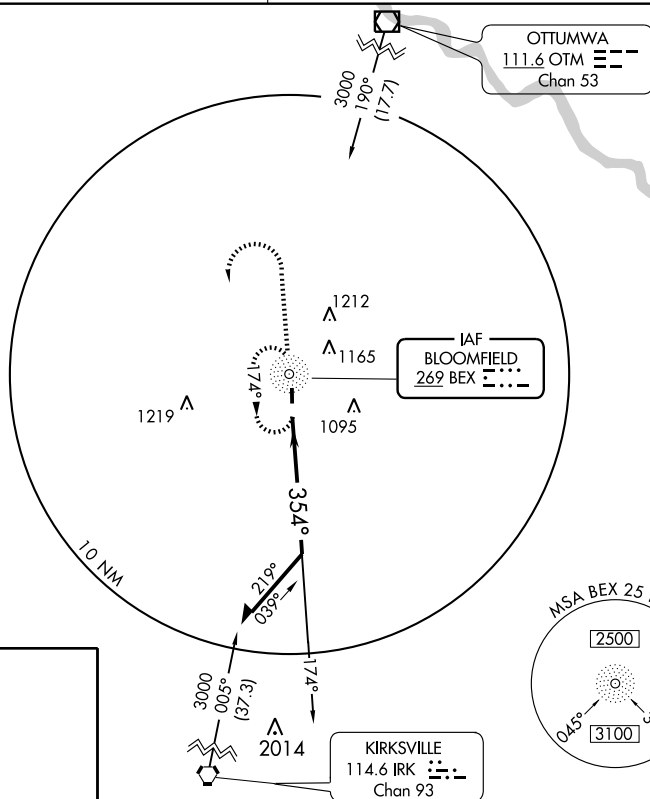
T Use Ottumwa altimeter setting; when not available, procedure NA.

A NA

MISSED APPROACH: Climb to 3000 then left turn direct BEX NDB and hold.

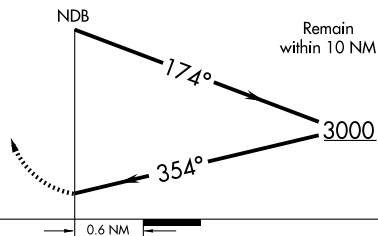
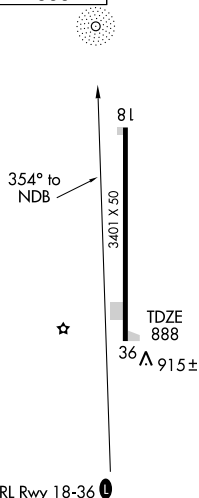
CHICAGO CENTER
118.15 354.1

UNICOM
122.8 (CTAF) **L**



NC-3, 17 DEC 2009 to 14 JAN 2010

ELEV 888



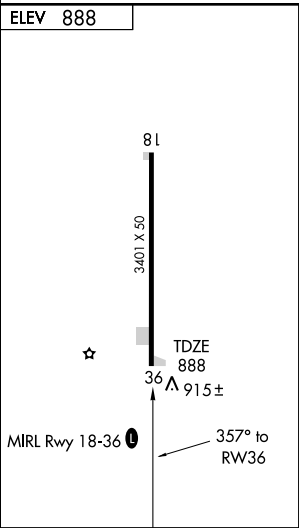
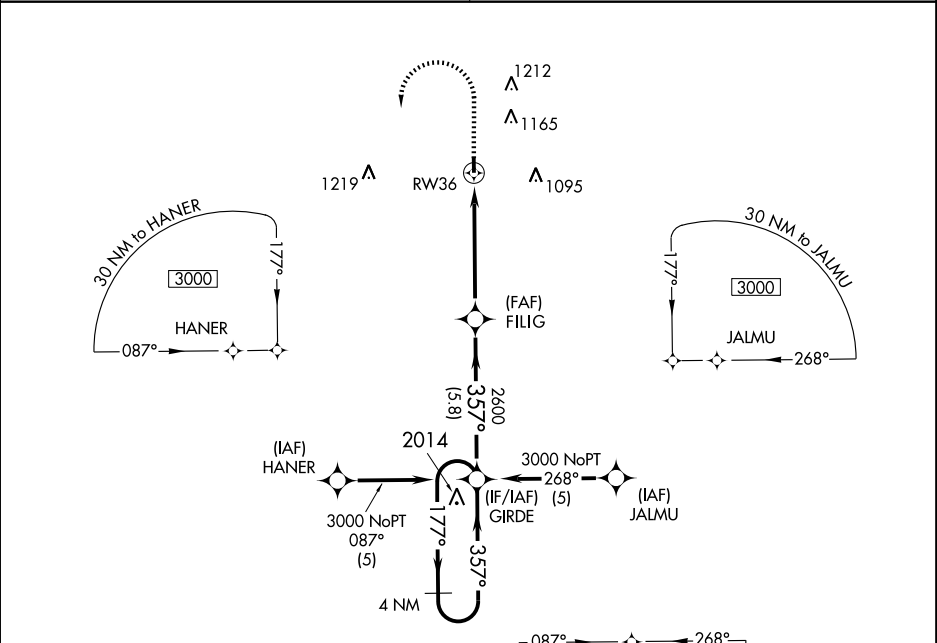
CATEGORY	A	B	C	D
S-36	1500-1	612 (700-1)	1500-1 $\frac{3}{4}$ 612 (700-1 $\frac{3}{4}$)	NA
CIRCLING	1500-1	612 (700-1)	1500-1 $\frac{3}{4}$ 612 (700-1 $\frac{3}{4}$)	NA

APP CRS 357°	Rwy Idg TDZE Apt Elev	3401 888 888
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RNAV (GPS) RWY 36
BLOOMFIELD MUNI (4K6)

Use Ottumwa altimeter setting; when not available, procedure NA.	MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct GIRDE WP and hold.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	

CHICAGO CENTER 118.15 354.1	UNICOM 122.8 (CTAF)
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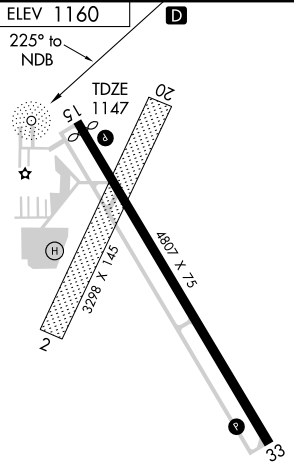
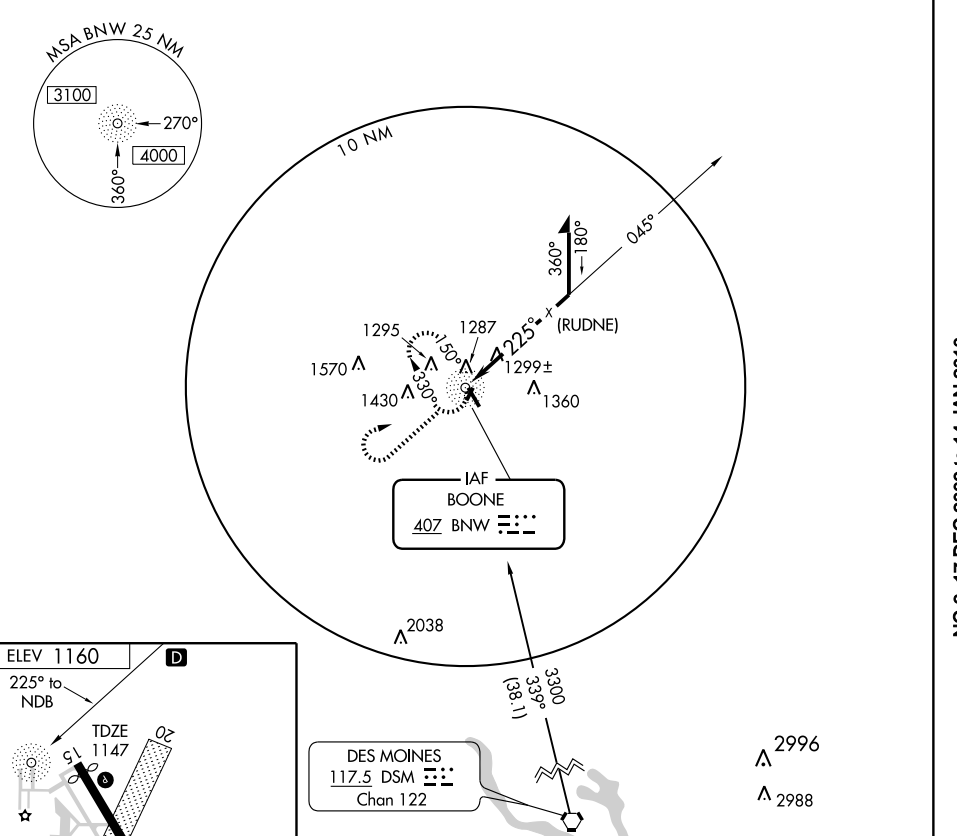
	2000	3000	GIRDE	
			FILIG	4 NM Holding Pattern
			RW36	
			$\leq 3.00^\circ$ TCH 40	
			2600	
			5.3 NM	5.8 NM
			GIRDE	
			177°	3000
			357°	
CATEGORY	A	B	C	D
LNAV MDA	1340-1	452 (500-1)	1340-1¼ 452 (500-1¼)	NA
CIRCLING	1440-1	552 (600-1)	1520-1¾ 632 (700-1¾)	NA

▼

NA

MISSED APPROACH: Climb to 3000 then right turn direct BNW NDB and hold.

AWOS-3 120.925	DES MOINES APP CON 123.9 307.15	UNICOM 123.0 (CTAF) 0
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3000

BNW
407

Remain within 5 NM

NDB

045°

(RUDNE)

2600

225°

4 NM

CATEGORY	A	B	C	D
H-225	1660-½ 513 (500-½)		NA	

NC-3. 17 DEC 2009 to 14 JAN 2010

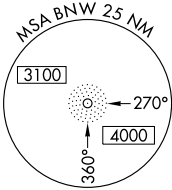
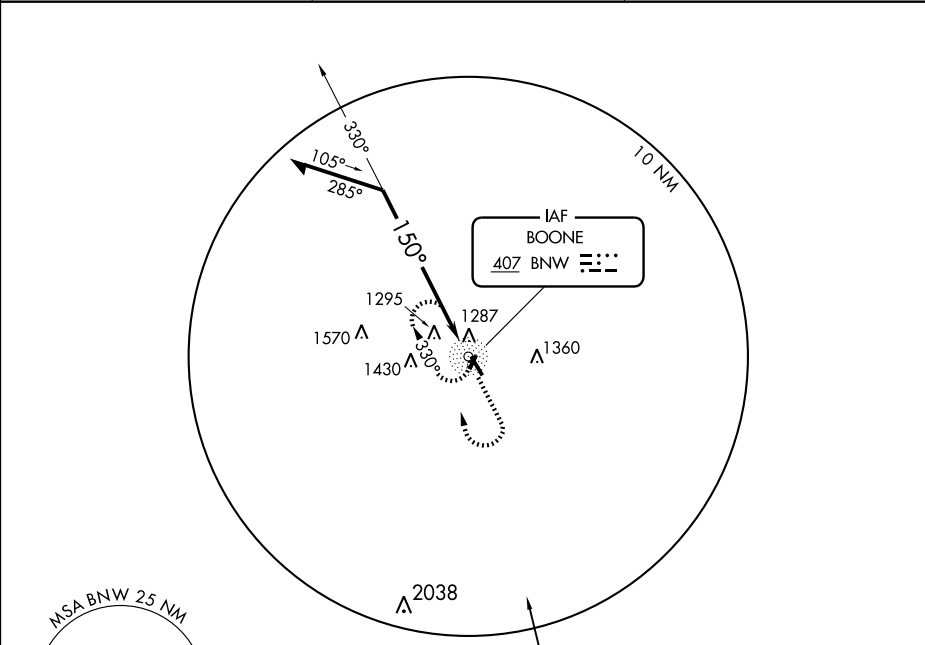
NDB RWY 15
BOONE MUNI (BNW)

NDB BNW 407	APP CRS 150°	Rwy Idg TDZE Apt Elev	4667 1138 1160
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NA

MISSED APPROACH: Climb to 3000 then right turn direct BNW NDB and hold.

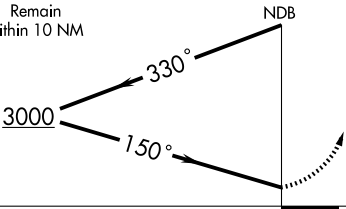
AWOS-3 120.925	DES MOINES APP CON 123.9 307.15	UNICOM 123.0 (CTAF)
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
DES MOINES
117.5 DSM
Chan 122



BNW
407

Remain within 10 NM



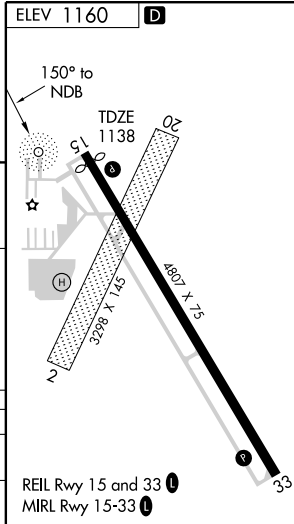
3000





BNW
407

CATEGORY	A	B	C	D
S-15	1820-1	682 (700-1)	NA	
CIRCLING	1820-1	660 (700-1)	NA	



▼

NA

MISSED APPROACH: Climb to 3000 then left turn direct BNW NDB and hold.

AWOS-3

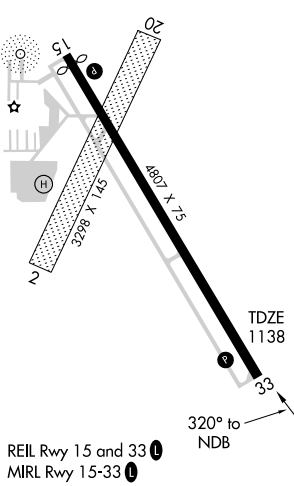
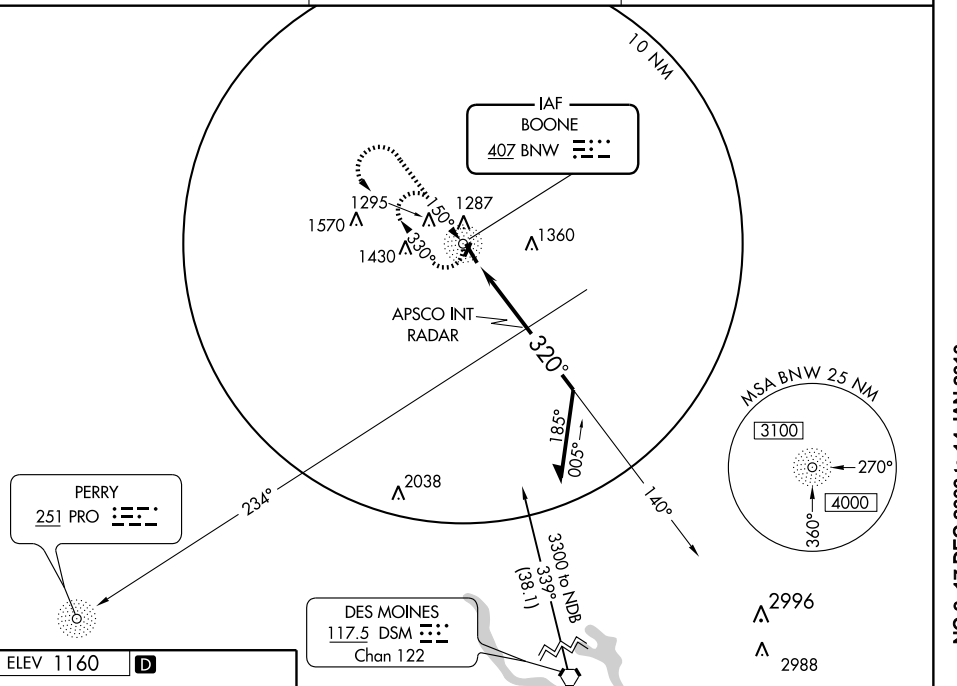
120.925




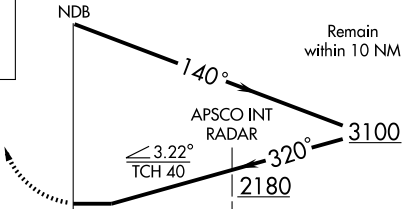
DES MOINES APP CON

123.9 307.15

UNICOM



123.0 (CTAF) 0



3000	BNW	NDB	Remain within 10 NM	
				
				
CATEGORY	A	B	C	D
S-33	2180-1¼ 1042 (1100-1¼)	2180-1½ 1042 (1100-1½)		NA
CIRCLING	2180-1¼ 1020 (1100-1¼)	2180-1½ 1020 (1100-1½)		NA
APSCO FIX MINIMUMS				
S-33	1660-1	522 (500-1)		NA
CIRCLING	1660-1	500 (500-1)		NA

APP CRS	Rwy Idg	4667
146°	TDZE	1138
	Apt Elev	1160

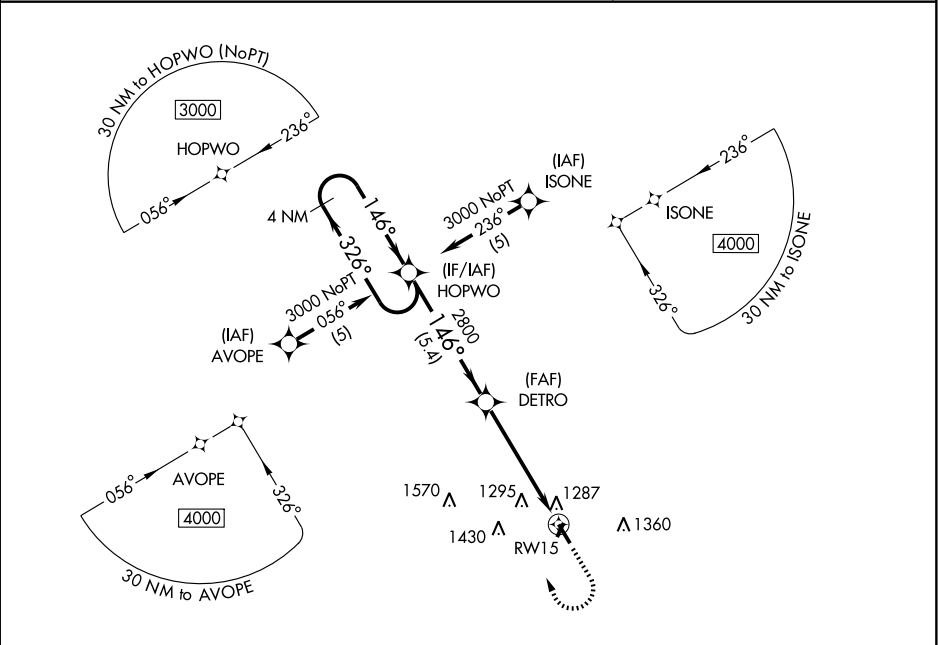
RNAV (GPS) RWY 15
BOONE MUNI (BNW)



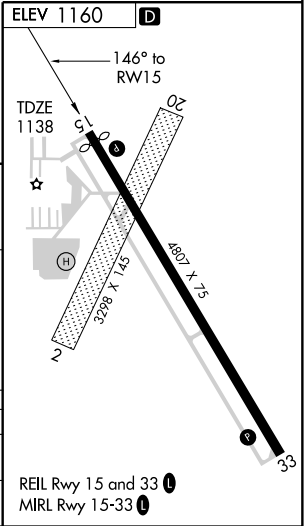
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct HOPWO WP and hold.

AWOS-3 120.925	DES MOINES APP CON 123.9 307.15	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern				
HOPWO				
DETRO				
RW15				
5.4 NM				
3.8 NM				
1.3				
CATEGORY	A	B	C	D
RNAV MDA	1580-1	442 (500-1)	NA	
CIRCLING	1600-1 440 (500-1)	1620-1 460 (500-1)	NA	

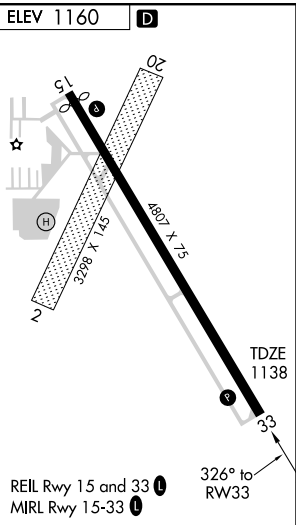
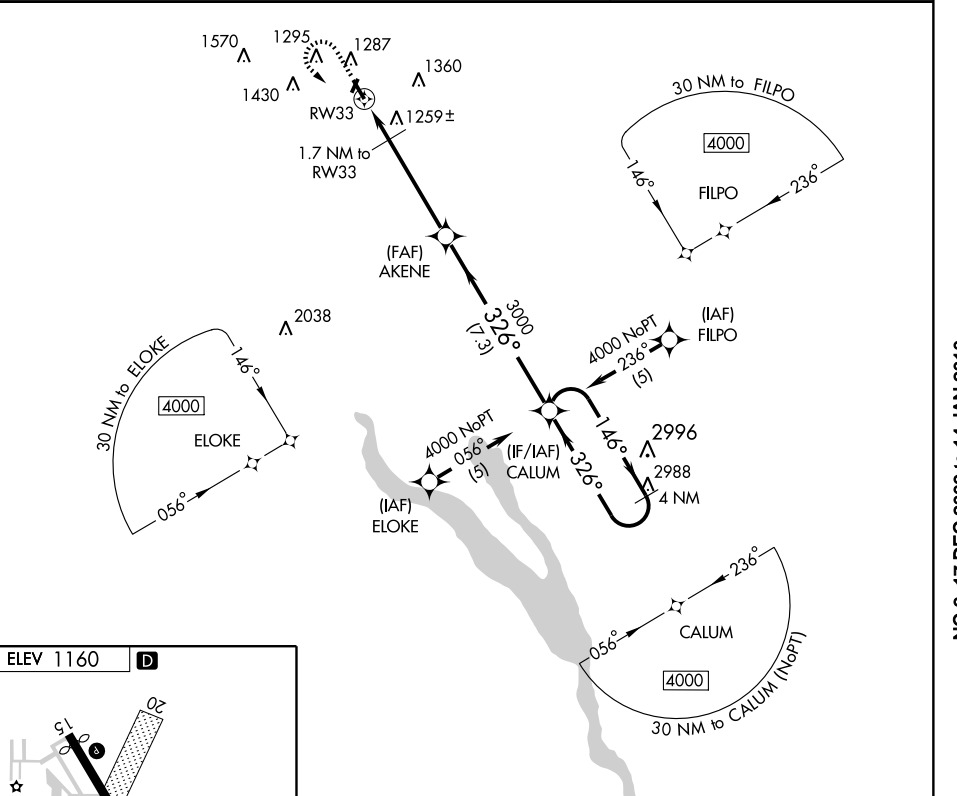


GPS or RNP-0.3 required.

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct CALUM WP and hold.

AWOS-3 120.925	DES MOINES APP CON 123.9 307.15	UNICOM 123.0 (CTAF) 0
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	2500	4000	CALUM	
			AKENE	
			1.7 NM to RW33	
			1.1 NM to RW33	
			≤ 3.00° TCH 40	
			1720	
			3000	
			4 NM	
			7.3 NM	
			CALUM	
			4 NM Holding Pattern	
			146° →	
			← 326°	
			4000	
CATEGORY	A	B	C	D
LNNAV MDA	1520-1	382 (400-1)	NA	NA
CIRCLING	1600-1 440 (500-1)	1620-1 460 (500-1)	NA	NA

NC-3. 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

AL-69 (FAA)

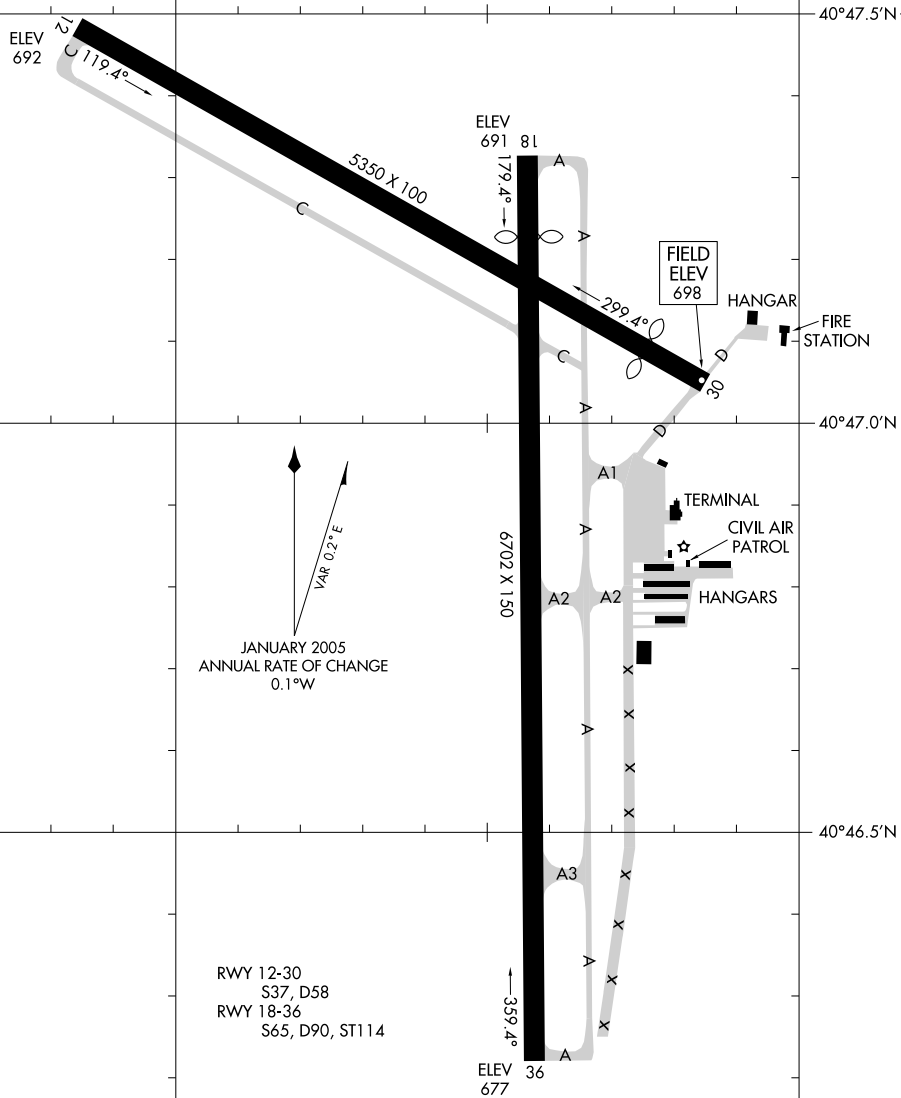
BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

BURLINGTON, IOWA

ASOS
118.025
CTAF/UNICOM
123.0

D

△
792±



RWY 12-30
S37, D58
RWY 18-36
S65, D90, ST114

91°08'W

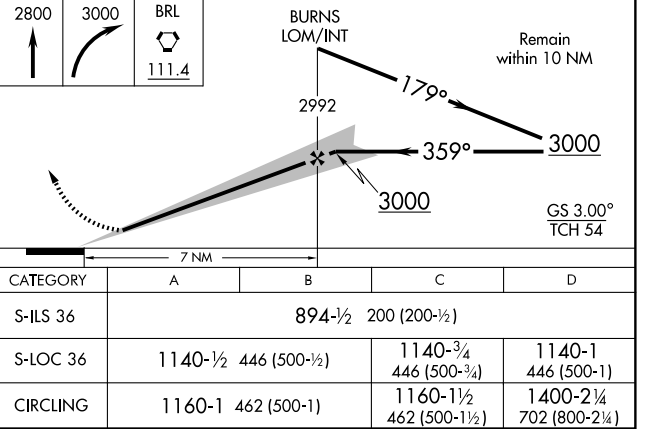
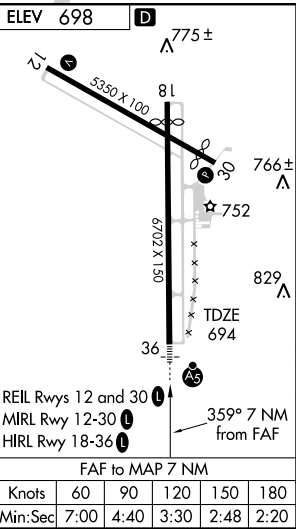
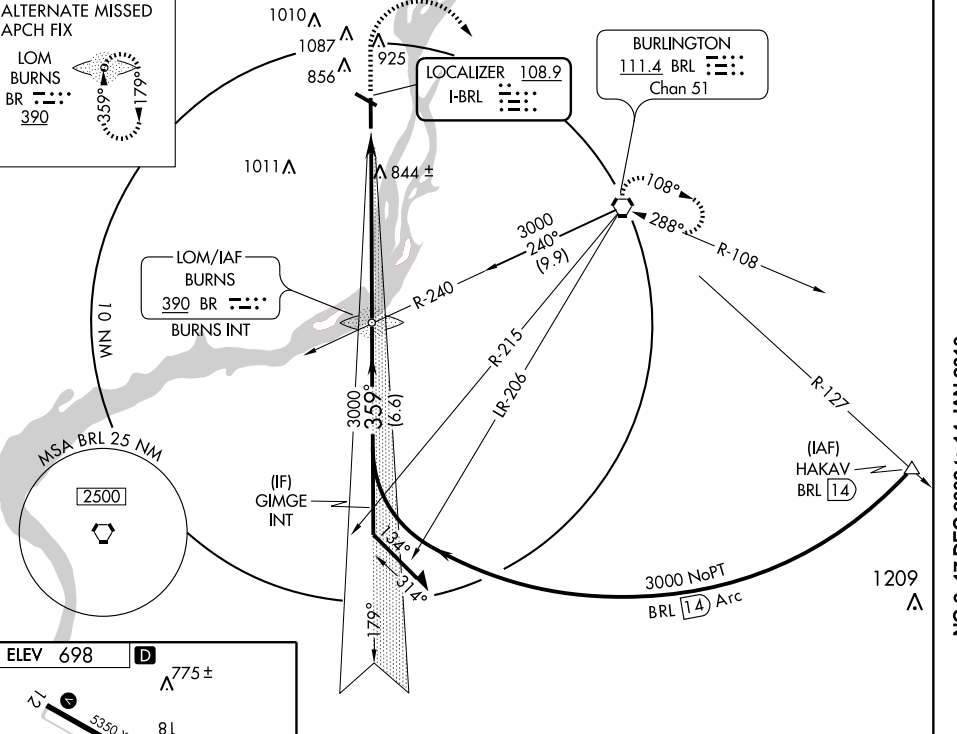
91°07'W

When local altimeter setting not received, use Fort Madison altimeter setting and increase DA 31 feet, all MDA 40 feet, and Cat D Circling visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 2800 then climbing right turn to 3000 direct BRL VORTAC and hold.

ASOS 118.025	CHICAGO CENTER 135.6 370.95	UNICOM 123.0 (CTAF)
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APP CRS	Rwy Idg	5350
118°	TDZE	692
	Apt Elev	698

RNAV (GPS) RWY 12

BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

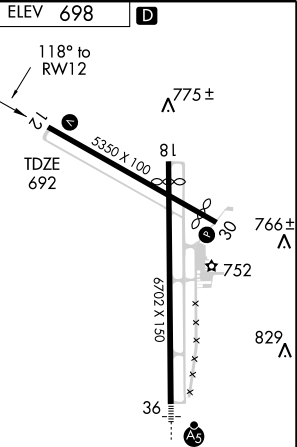
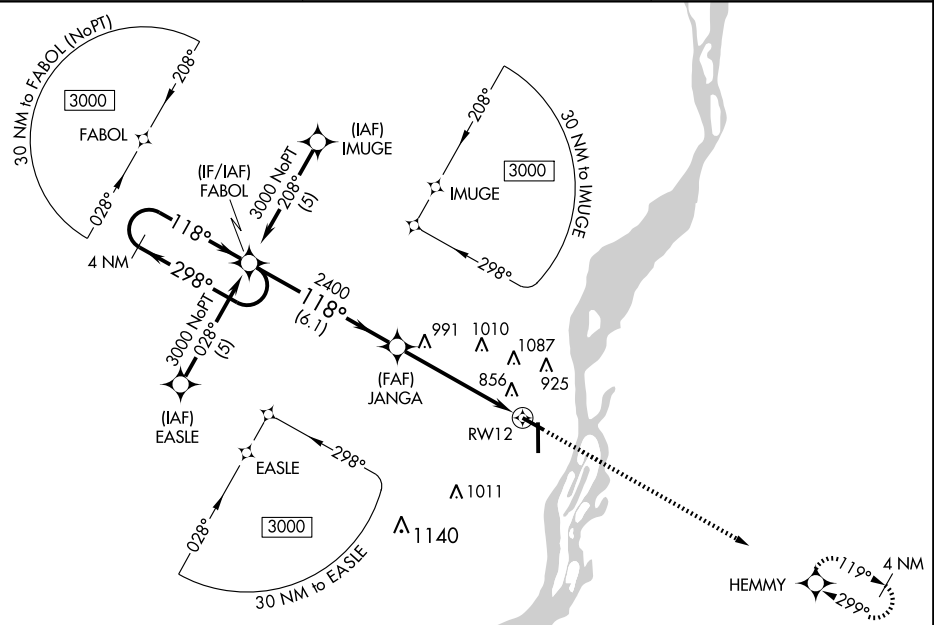
⚠ DME/DME RNP-0.3 NA.
⚠ Visibility reduction by helicopters NA.
When local altimeter setting not received, use Fort Madison
altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct HEMMY and hold.

ASOS
118.025

CHICAGO CENTER
135.6 370.95

UNICOM
123.0 (CTAF) 0



REIL Rwy 12 and 30 0
MIRL Rwy 12-30 0
HIRL Rwy 18-36 0

4 NM Holding Pattern				
FABOL				
JANGA				
RW12				
HEMMY				
3000				
2400				
6.1 NM				
5.2 NM				
CATEGORY	A	B	C	D
LNAV MDA	1300-1	608 (700-1)	1300-1 3/4 608 (700-1 3/4)	NA
CIRCLING	1300-1	602 (700-1)	1300-1 3/4 602 (700-1 3/4)	NA

APP CRS	Rwy Idg	4850
299°	TDZE	693
	Apt Elev	698

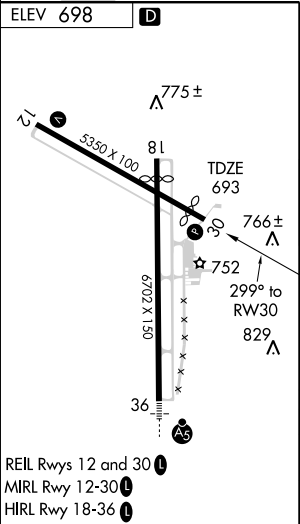
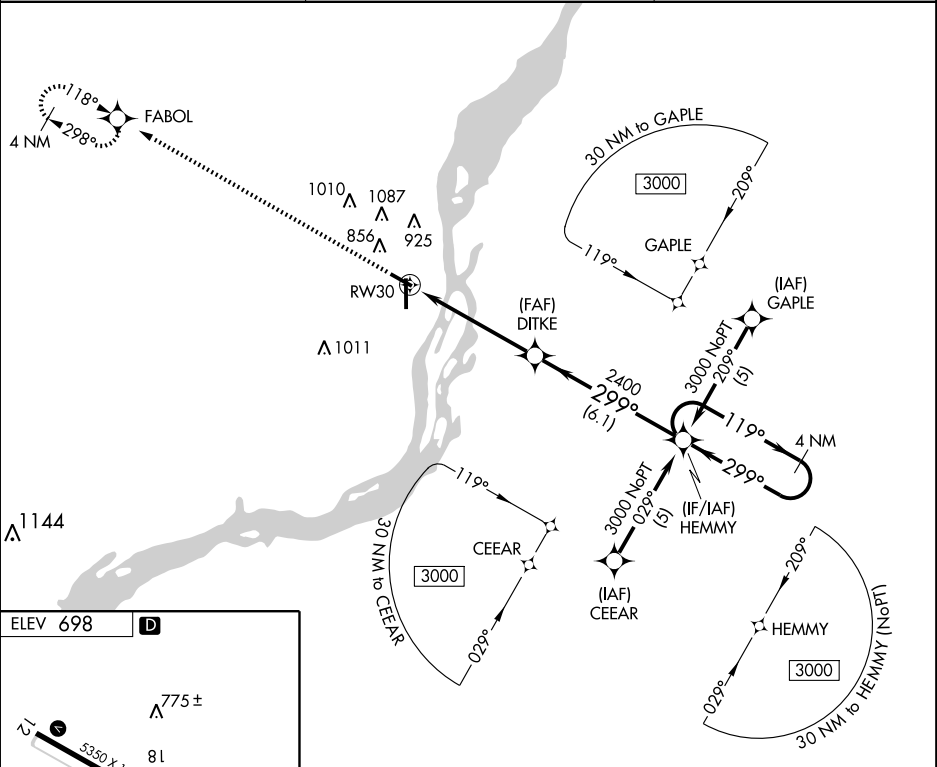
RNAV (GPS) RWY 30

BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

⚠ DME/DME RNP-0.3 NA.
⚠ Visibility reduction by helicopters NA.
When local altimeter setting not received, use Fort Madison altimeter setting and increase all MDA 40 feet, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FABOL and hold.

ASOS 118.025	CHICAGO CENTER 135.6 370.95	UNICOM 123.0 (CTAF) 1
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<div>3000 ↑</div> <div>FABOL </div>		<div>HEMMY</div> <div>4 NM Holding Pattern</div>		
<div></div>		<div>DITKE</div> <div>HEMMY</div> <div>119°</div> <div>299°</div> <div>3000</div> <div>2400</div> <div>VGS1 and descent angles not coincident</div>		
<div>5.2 NM</div>		<div>6.1 NM</div>		
CATEGORY	A	B	C	D
LNAV MDA	1080-1 387 (400-1)			NA
CIRCLING	1160-1 462 (500-1)		1160-1½ 462 (500-1½)	NA

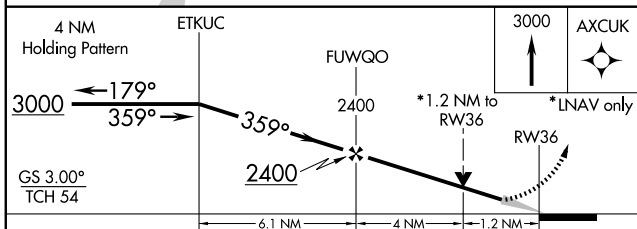
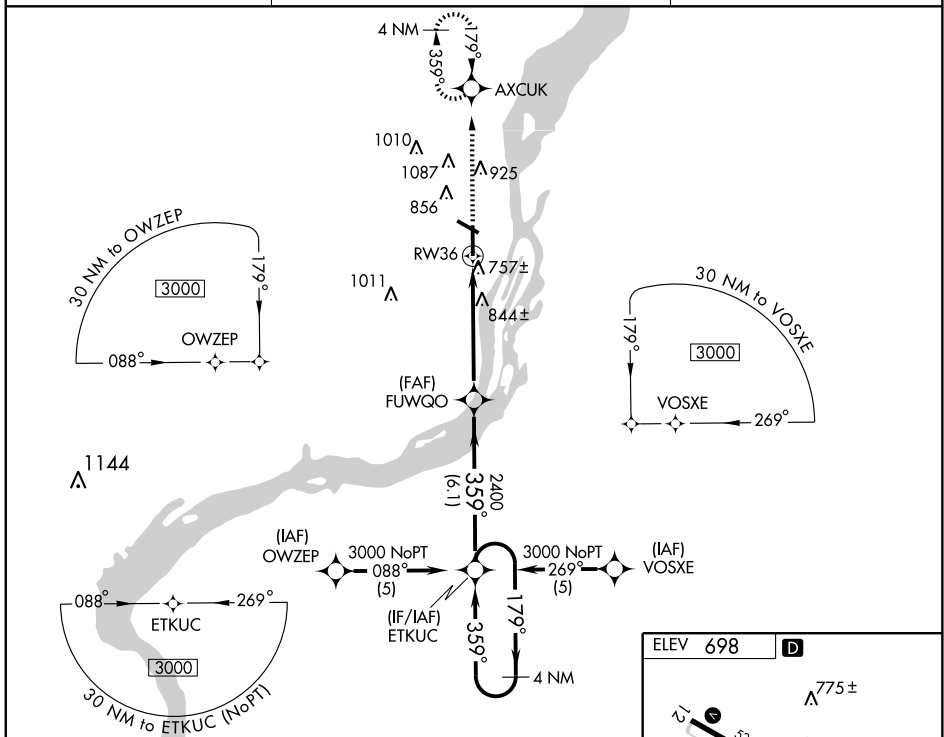
WAAS CH 42711 W36A	APP CRS 359°	Rwy Idg TDZE Apt Elev	6102 694 698
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RNAV (GPS) RWY 36

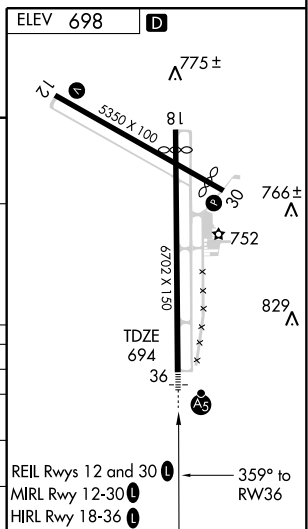
BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.</p> <p>▲ When local altimeter setting not received, use Fort Madison altimeter setting and increase all DA 31 feet, all MDA 40 feet.</p> <p>VDP and Baro-VNAV NA when using Fort Madison altimeter setting.</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 3000 direct AXCUC and hold, continue climb-in-hold to 3000.</p>
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ASOS 118.025	CHICAGO CENTER 135.6 370.95	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	894-1/2	200 (200-1/2)		NA
LNAV/VNAV DA	1026-3/4	332 (400-3/4)		NA
LNAV MDA	1100-1/2	406 (500-1/2)	1100-3/4 406 (500-3/4)	NA
CIRCLING	1160-1	462 (500-1)	1160-1/2 462 (500-1/2)	NA



AL-69 (FAA)

VORTAC BRL 111.4 Chan 51	APP CRS 108°	Rwy Idg 5350 TDZE 692 Apt Elev 698
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VOR/DME RWY 12

BURLINGTON/SOUTHEAST IOWA RGNL(BRL)

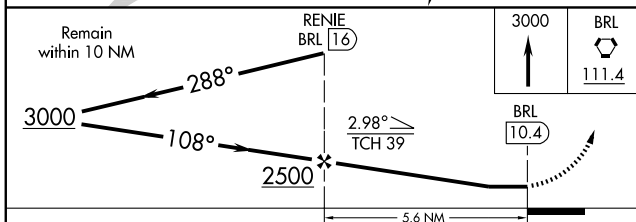
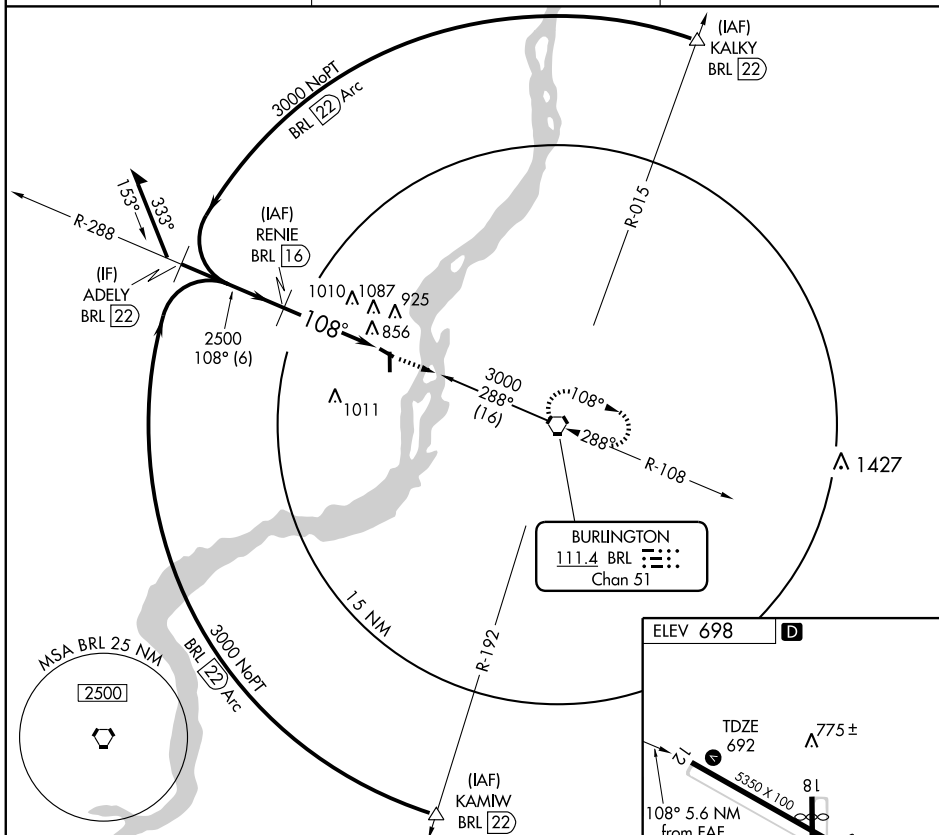
A When local altimeter setting not received, use Fort Madison altimeter setting and increase all MDA 40 feet, increase S-12 and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000
direct BRL VORTAC and hold.

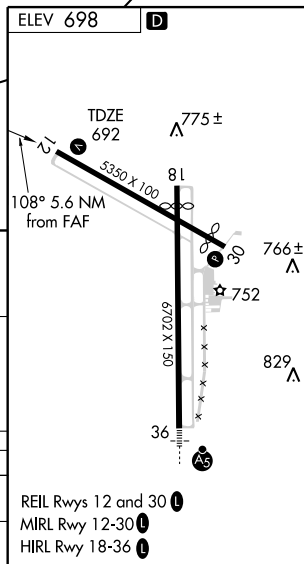
ASOS
118.025

CHICAGO CENTER
135.6 370.95

UNICOM
123.0 (CTAF) **L**



CATEGORY	A	B	C	D
S-12	1280-1	588 (600-1)	1280-1½ 588 (600-1½)	NA
CIRCLING	1280-1	582 (600-1)	1280-1½ 582 (600-1½)	NA



NC-3, 17 DEC 2009 to 14 JAN 2010

VOR RWY 30

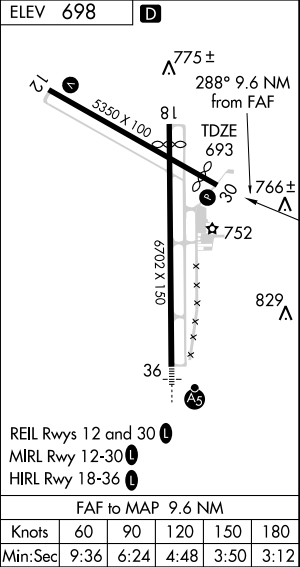
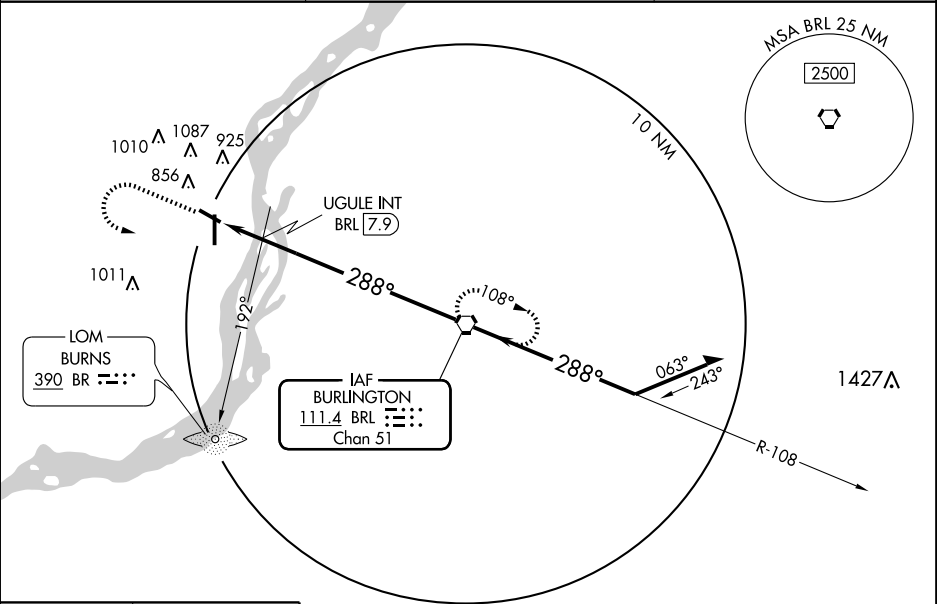
BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

VORTAC BRL	APP CRS	Rwy Idg	4850
111.4	288°	TDZE	693
Chan 51		Apt Elev	698

- ▼ Visibility reduction by helicopters NA.
- ▲ When local altimeter setting not received, use Fort Madison altimeter setting and increase all MDA 40 feet, increase all Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct BRL VORTAC and hold.

ASOS 118.025	CHICAGO CENTER 135.6 370.95	UNICOM 123.0 (CTAF) 1
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ELEV 698				
D				
2000 3000 BRL 111.4				
*1300 when using Fort Madison altimeter setting.				
VORTAC Remain within 10 NM				
UGULE INT BRL 7.9				
BRL 9.6				
288° 288° 3000				
VGSJ and descent angles not coincident.				
CATEGORY	A	B	C	D
S-30	1260-1	567 (600-1)	1260-1½	567 (600-1½)
CIRCLING	1260-1	562 (600-1)	1260-1½	562 (600-1½)
UGULE FIX MINIMUMS				
S-30	1080-1	387 (400-1)		NA
CIRCLING	1160-1	462 (500-1)	1160-1½	462 (500-1½)

NDB CIN	APP CRS	Rwy Idg	5500
<u>397</u>	315°	TDZE	1203
		Apt Elev	1204

NDB RWY 31

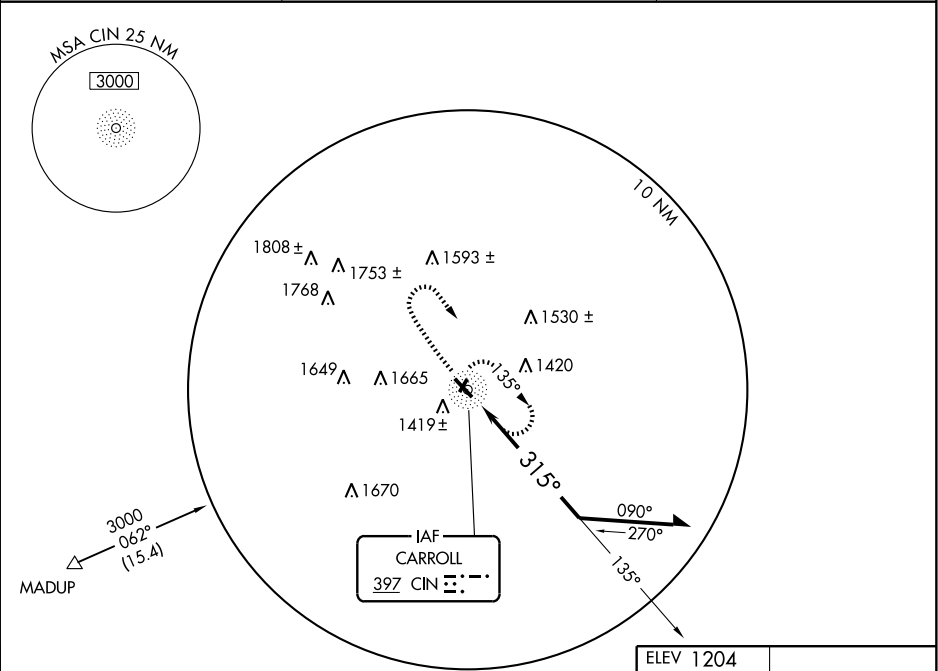
CARROLL/ARTHUR N. NEU (CIN)

▼

▲ NA

MISSED APPROACH: Climb to 3000, then right turn direct CIN NDB and hold.

AWOS-3 118.025	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
--------------------------	--	---------------------------------



3000
↑

CIN

397

NDB

135°

315°

3000

Remain within 10 NM

ELEV 1204

CATEGORY	A	B	C	D
S-31	1780-1 577 (600-1)		1780-1½ 577 (600-1½)	NA
CIRCLING	1780-1 576 (600-1)		1780-1½ 576 (600-1½)	NA

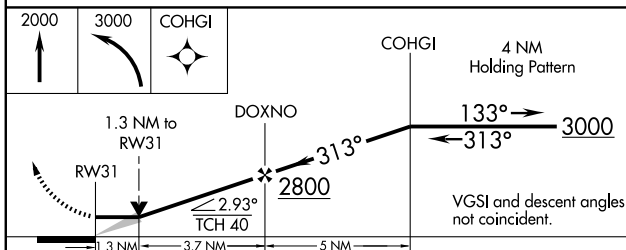
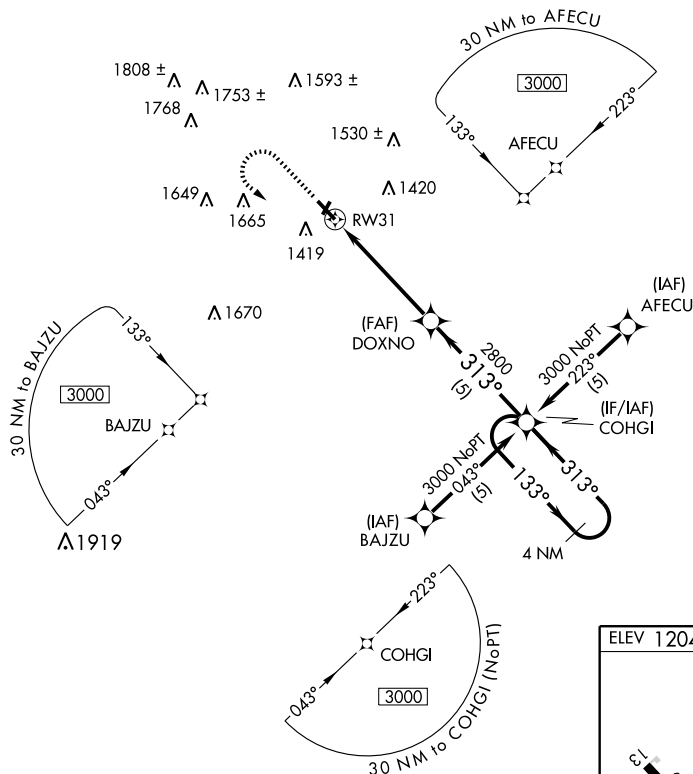
MIRL Rwy 13-31 and 3-21 0
REIL Rwys 3, 13, 21 and 31 0

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct COHGI WP and hold.

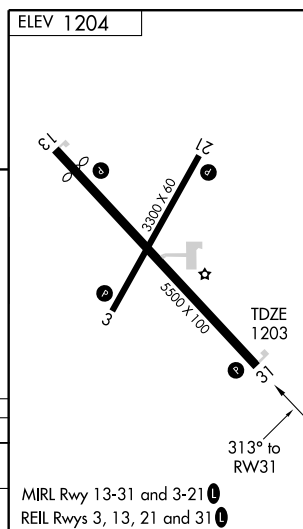
AWOS-3
118.025

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF) **L**



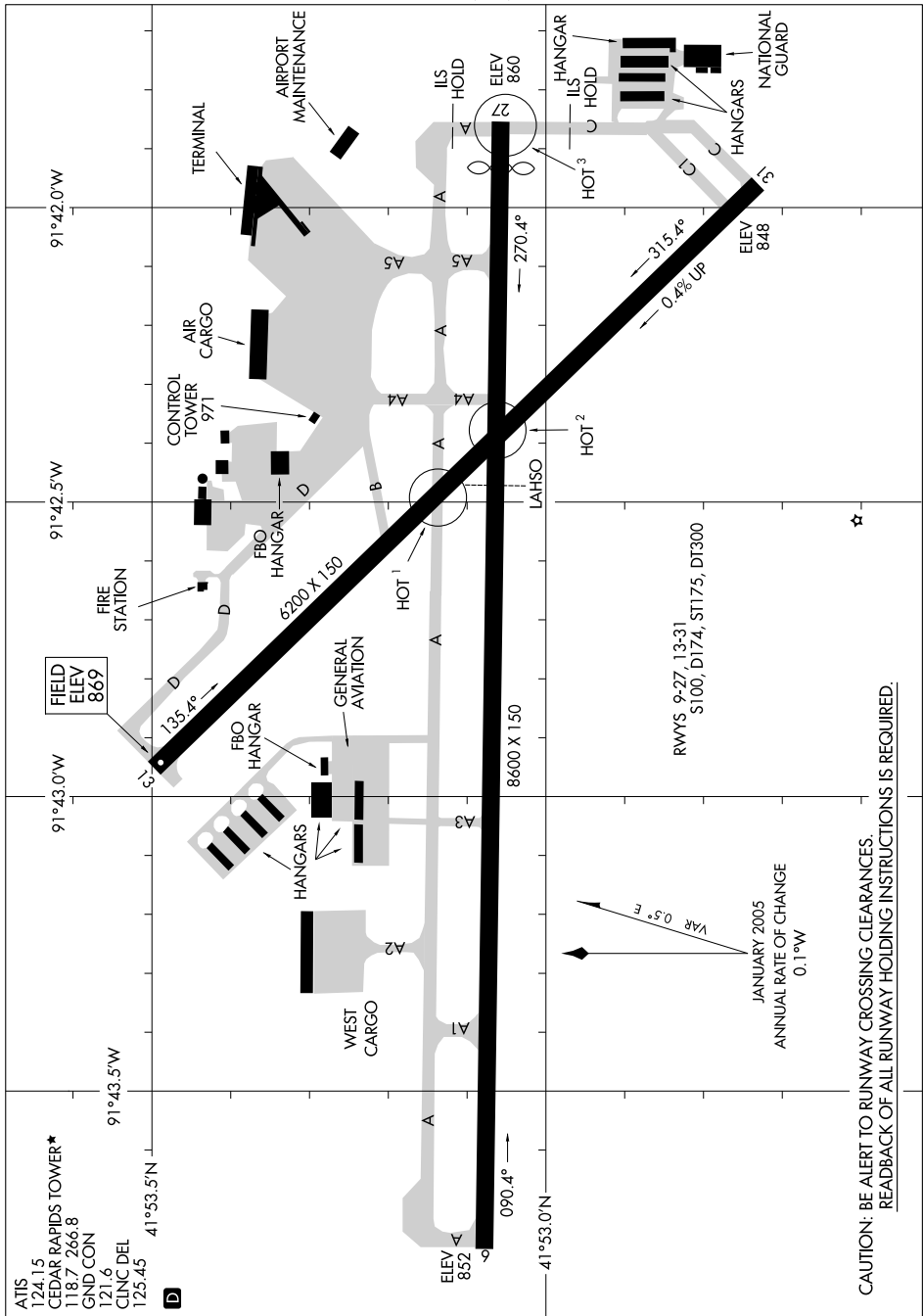
CATEGORY	A	B	C	D
LNAV MDA	1640-1 437 (500-1)		1640-1 ¼ 437 (500-1 ¼)	NA
CIRCLING	1720-1 516 (600-1)		1720-1 ½ 516 (600-1 ½)	NA



AIRPORT DIAGRAM

AL-250 (FAA)

CEDAR RAPIDS / THE EASTERN IOWA (CID)
CEDAR RAPIDS, IOWA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

LOC I-CID	APP CRS	Rwy Idg	8175
109.3	089°	TDZE	855
		Apt Elev	869

⚠ If local altimeter setting not received, use Iowa City altimeter setting and increase all DAs/MDAs 80 feet.

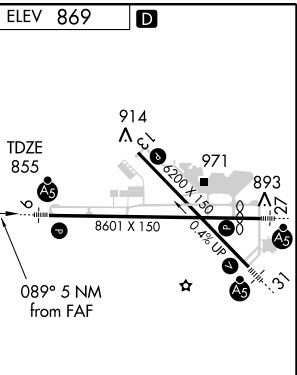
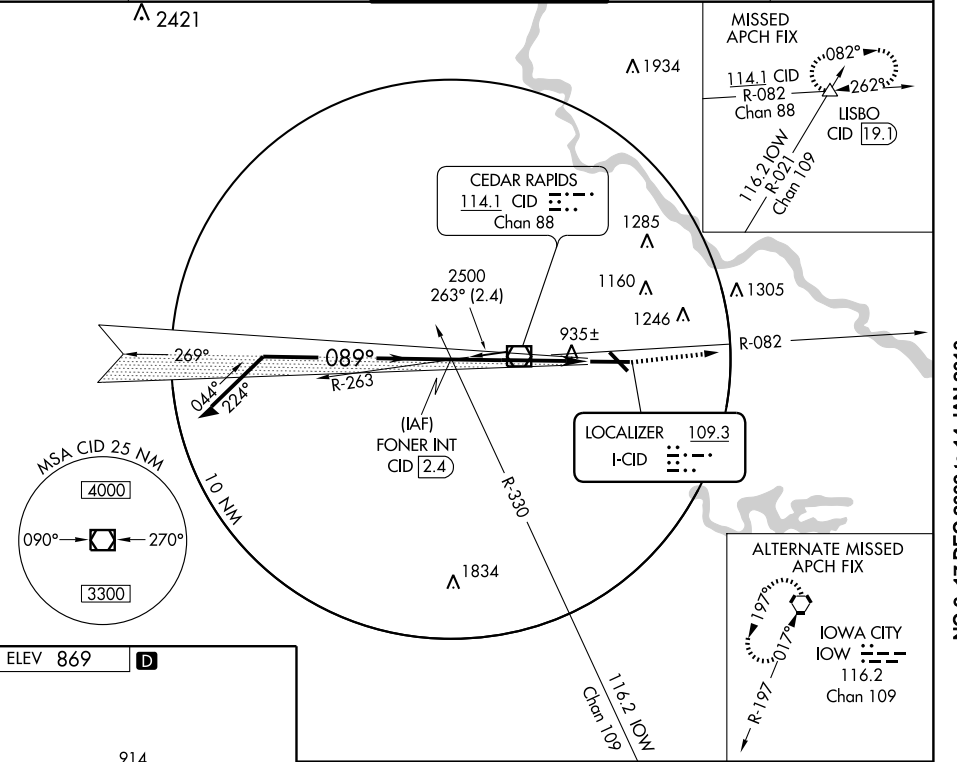
⚠ * RVR 1800 authorized with the use of FD or AP or HUD to DA.

MAISR


A5

MISSED APPROACH: Climb to 2700 via CID R-082 to LISBO INT/CID 19.1 DME and hold.

ATIS	CEDAR RAPIDS APP CON *	CEDAR RAPIDS TOWER *	GND CON	CLNC DEL
124.15	119.7 266.8	118.7 (CTAF) 266.8	121.6	125.45

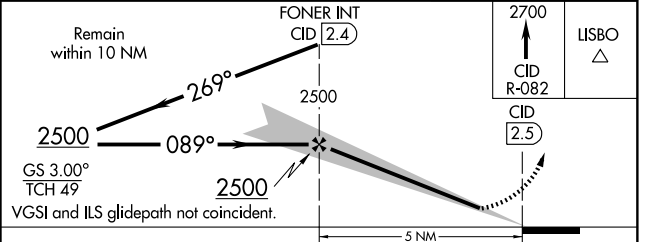


MIRL Rwy 13-31

HIRL Rwy 9-27 

REIL Rwy 13

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS 9	* 1055/24 200 (200-½)			
S-LOC 9	1200/24 345 (400-½)			1200/40 345 (400-¾)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

▼

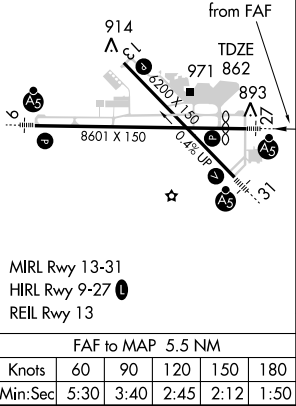
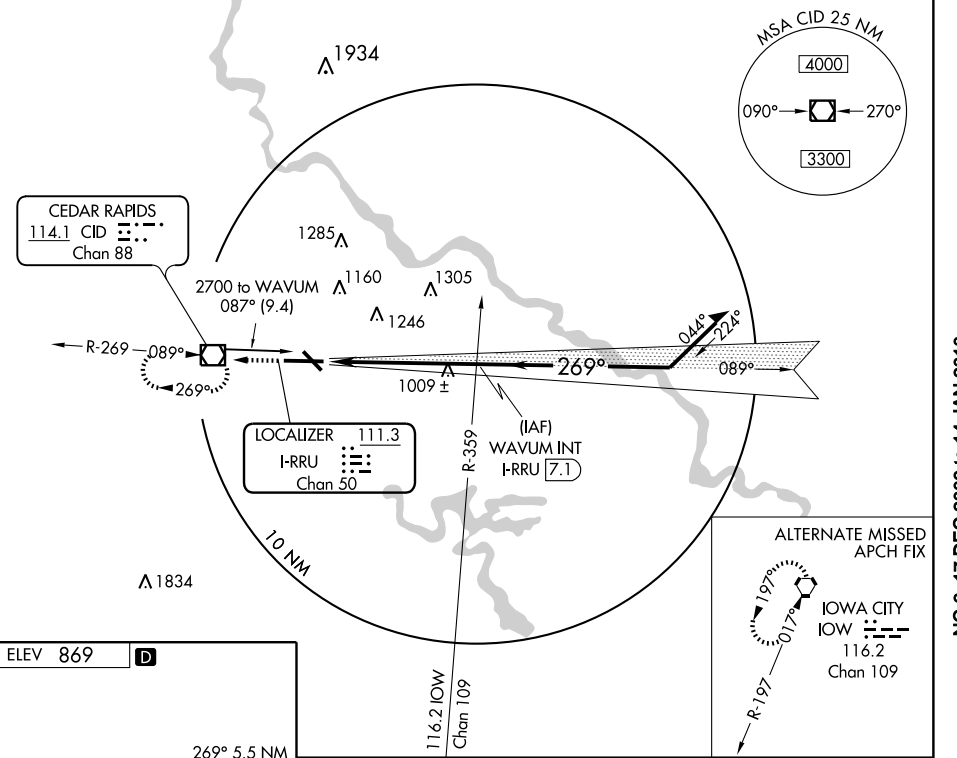
▲

If local altimeter setting not received, use Iowa City altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Iowa City altimeter setting.

MALSR

MISSED APPROACH: Climb to 2900 direct CID VOR/DME and hold, continue climb-in-hold to 2900.

ATIS 124.15	CEDAR RAPIDS APP CON★ 119.7 266.8	CEDAR RAPIDS TOWER★ 118.7 (CTAF) 266.8	GND CON 121.6	CLNC DEL 125.45
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ELEV 869	D	2900	CID 114.1	WAVUM INT I-RRU 7.1	Remain within 10 NM	GS 3.00° TCH 49
	I-RRU 1.6	I-RRU 2.7	2700	269°	2700	
1.1 NM	4.4 NM					
CATEGORY	A	B	C	D		
S-ILS 27	1062/24 200 (200-½)					
S-LOC 27	1260/24 398 (400-½)					1260/40 398 (400-¾)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)		

WAAS	APP CRS	Rwy Idg	8175
CH 77603	089°	TDZE	855
W09A		Apt Elev	869

Baro-VNAV NA when using Iowa City altimeter setting.

If local altimeter setting not received, use Iowa City altimeter setting and increase all DAs/MDAs 80 feet. VDP NA with Iowa City altimeter setting.

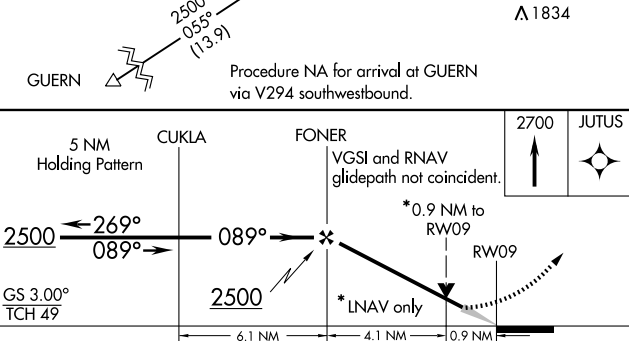
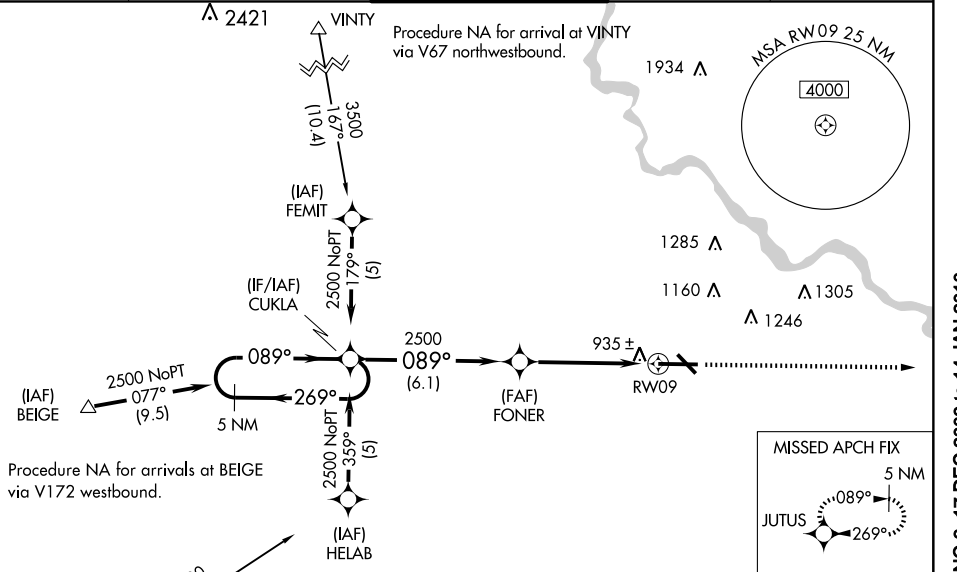
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

For inoperative MALS increase LNAV CAT D visibility to RVR 6000.

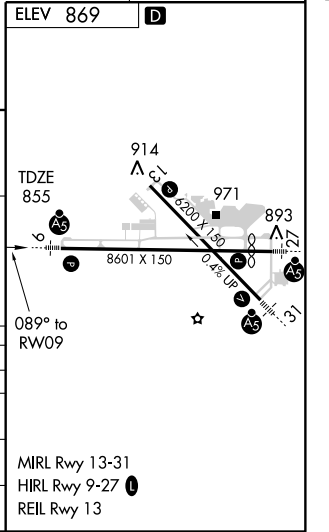
MALS

MISSED APPROACH: Climb to 2700 direct JUTUS and hold.

ATIS	CEDAR RAPIDS APP CON *	CEDAR RAPIDS TOWER *	GND CON	CLNC DEL
124.15	119.7 266.8	118.7 (CTAF) 266.8	121.6	125.45



CATEGORY	A	B	C	D
LPV DA	1105/24 250 (300-½)			
LNAV/VNAV DA	1204/40 349 (400-¾)			
LNAV MDA	1200/24 345 (400-½)			1200/50 345 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)



Baro-VNAV NA below -16° (4°F).

DME/DME RNP-0.3 NA.

Straight in minimums NA at night when control tower closed.

MISSED APPROACH: Climb to 3000 direct MORSE and hold.

ATIS 124.15	CEDAR RAPIDS APP CON★ 119.7 266.8	CEDAR RAPIDS TOWER★ 118.7 (CTAF) 266.8	GND CON 121.6	CLNC DEL 125.45
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Procedure NA for arrivals at CID VOR/DME via V503 southeastbound.

ELEV 869

D

4 NM Holding Pattern		VGSI and descent angles not coincident.		3000	MORSE
PAYLO		COLNZ		*LNAV only	
3000 ← 314° 134° →		2500		*1 NM to RW13	
GS 3.00° TCH 40		6 NM		3.9 NM	1 NM
CATEGORY	A	B	C	D	
LPV DA	1120-1		251 (300-1)		
LNAV/VNAV DA	1200-1½		331 (400-1½)		
LNAV MDA	1220-1		351 (400-1)		1220-1½ 351 (400-1½)
CIRCLING	1280-1½ 411 (500-1½)	1320-1½ 451 (500-1½)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)	

NC-3. 17 DEC 2009 to 14 JAN 2010

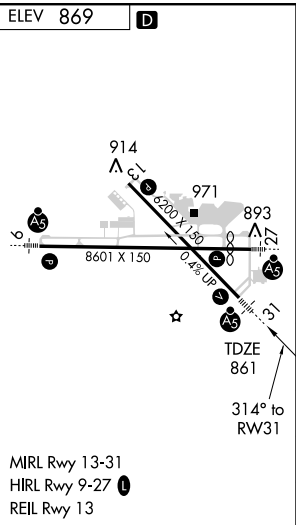
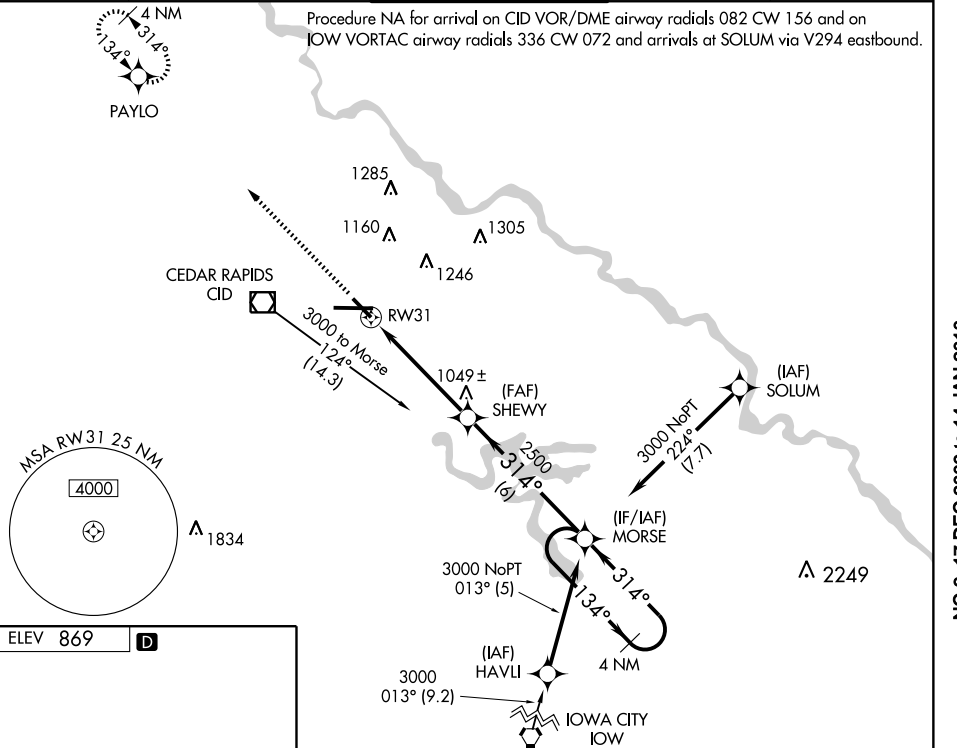
WAAS	APP CRS	Rwy Idg	6200
Chan 77503	314°	TDZE	861
W31A		Apt Elev	869

Baro-VNAV NA below -16°C (4°F).
DME/DME RNP- 0.3 NA.
Straight in minimums NA at night when control tower closed.
For inoperative MALS increase LNAV/VNAV CAT D visibility to 1 and LNAV CAT D visibility to 1¼ mile.

MALS

MISSED APPROACH: Climb to 3000 direct PAYLO and hold.

ATIS	CEDAR RAPIDS APP CON*	CEDAR RAPIDS TOWER*	GND CON	CLNC DEL
124.15	119.7 266.8	118.7 (CTAF) 266.8	121.6	125.45



3000	PAYLO	SHEWY	MORSE	4 NM Holding Pattern
		*1.1 NM to RW31		
		*LNAV only		
		1.1	3.9 NM	6 NM
CATEGORY	A	B	C	D
LPV DA	1120-½ 259 (300-½)			
LNAV/VNAV DA	1140-½ 279 (300-½)			1140-¾ 279 (300-¾)
LNAV MDA	1240-½ 379 (400-½)			1240-1 379 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

NC-3, 17 DEC 2009 to 14 JAN 2010

Remain within 10 NM

VOR/DME

2500

114.1

CID

2200

269°

089°

3.00° TCH 40

CID 2.5

1700

VGSI and descent angles not coincident.

2.5 NM

TDZE 855

089° 2.5 NM from FAF

CATEGORY	A	B	C	D
S-9	1240/24 385 (400-½)			1240/50 385 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

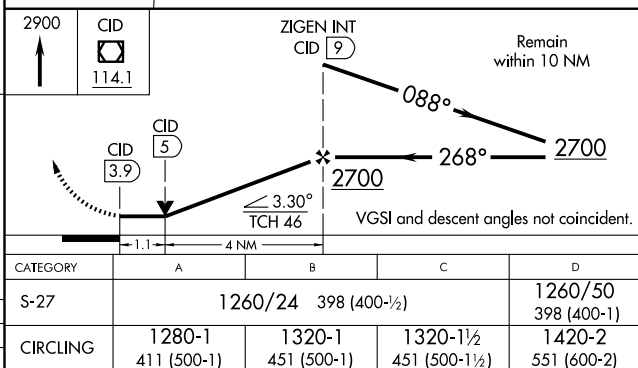
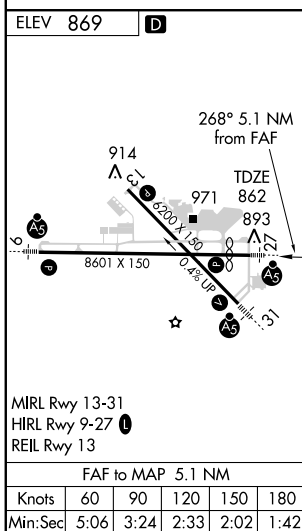
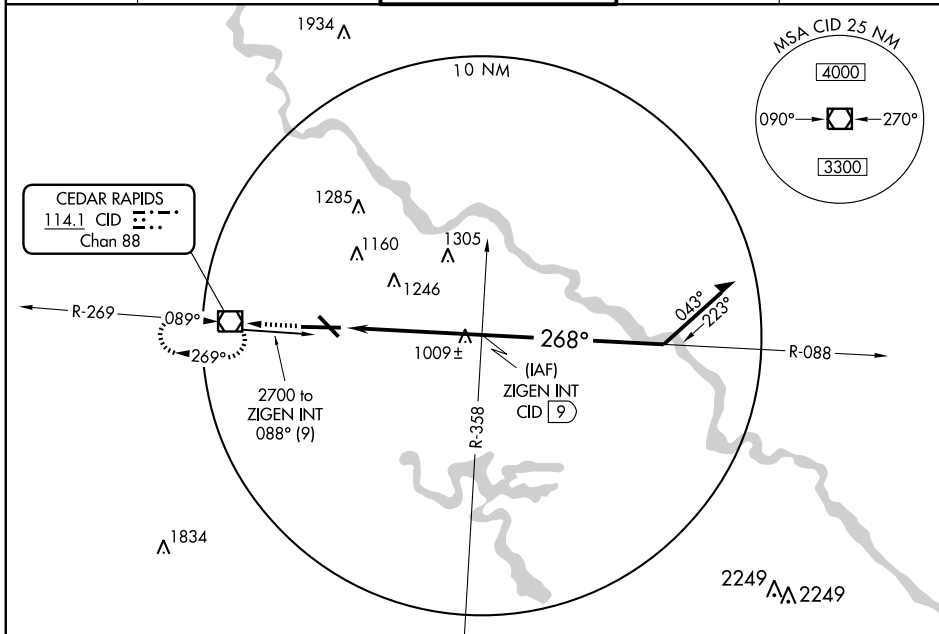
VOR/DME CID	APP CRS	Rwy Idg	8175
114.1	268°	TDZE	862
Chan 88		Apt Elev	869

VOR RWY 27

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

<p>▼ If local altimeter setting not received, use Iowa City altimeter setting and increase all MDAs 80 feet.</p> <p>▲ For inoperative MALS R increase S-27 Cat. D visibility to RVR 6000. VDP NA with Iowa City altimeter setting.</p>	<p>MALS R</p>	<p>MISSED APPROACH: Climb to 2900 direct CID VOR/DME and hold, continue climb-in-hold to 2900.</p>
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ATIS 124.15	CEDAR RAPIDS APP CON* 119.7 266.8	CEDAR RAPIDS TOWER* 118.7 (CTAF) 266.8	GND CON 121.6	CLNC DEL 125.45
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NDB TVK	APP CRS	Rwy Idg	4099
<u>290</u>	135°	TDZE	1023
		Apt Elev	1028

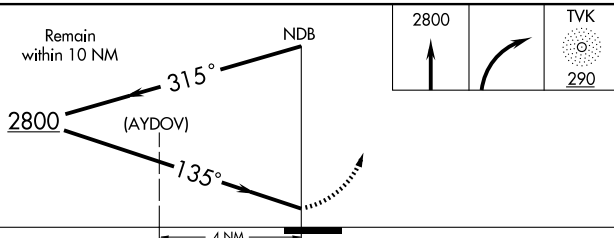
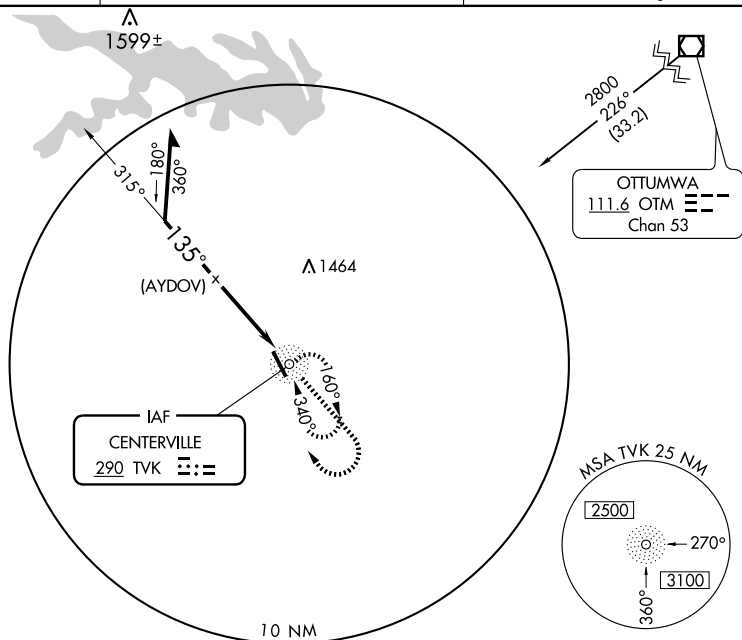
NDB or GPS RWY 16

ANA When local altimeter setting not received, use Des Moines altimeter setting.

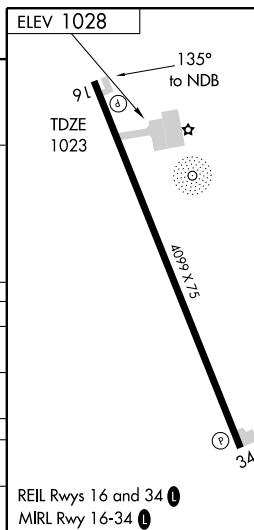
MISSED APPROACH: Climb to 2800 then right turn direct TVK NDB and hold.

ASOS
123,775

CHICAGO CENTER
118.15 354.1

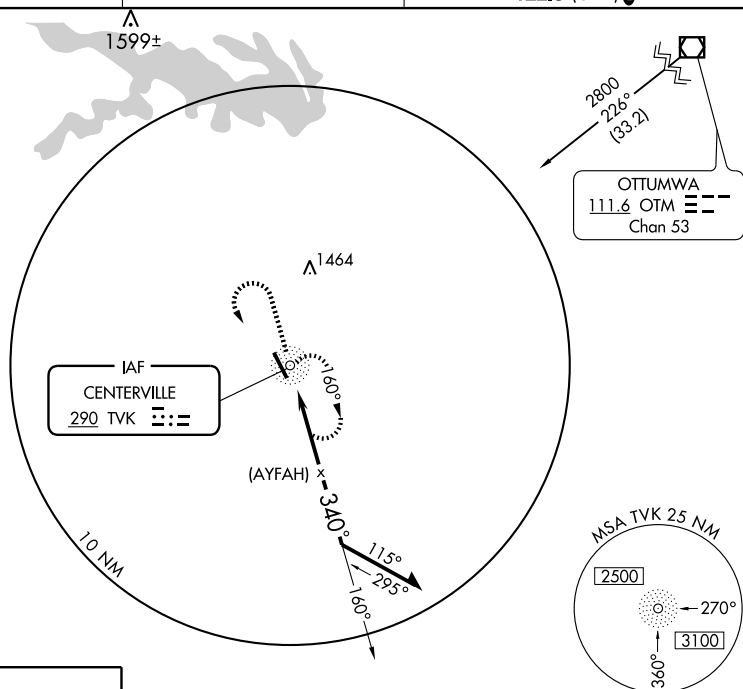
UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
S-16	1740-1	717 (800-1)	1740-2 717 (800-2)	1740-2 ¼ 717 (800-2 ¼)
CIRCLING	1740-1	712 (800-1)	1740-2 712 (800-2)	1740-2 ¼ 712 (800-2 ¼)
DES MOINES ALTIMETER SETTING MINIMUMS				
S-16	1900-1 877 (900-1)	1900-1 ¼ 877 (900-1 ¼)	1900-2 ½ 877 (900-2 ½)	1900-2 ¾ 877 (900-2 ¾)
CIRCLING	1900-1 872 (900-1)	1900-1 ¼ 872 (900-1 ¼)	1900-2 ½ 872 (900-2 ½)	1900-2 ¾ 872 (900-2 ¾)



CENTERVILLE MUNI (TVK)

MISSED APPROACH: Climb to 2800 then left turn direct TVK NDB and hold.

UNICOM
122.8 (CTAF) **L**

NC-3, 17 DEC 2009 to 14 JAN 2010

Remain
within 10 NM


(AYFAH)

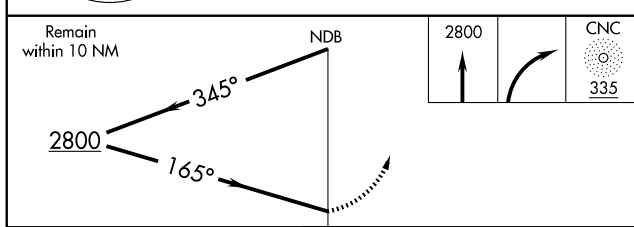
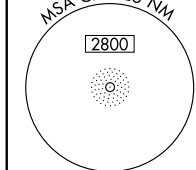
2800

TDZE
1023

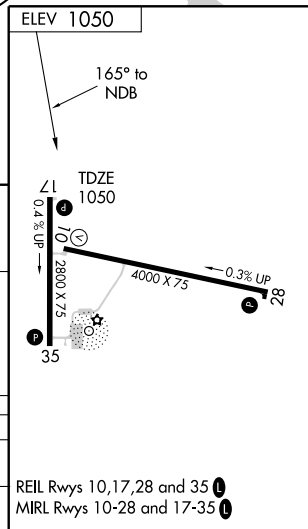
340°
to NDB

CATEGORY	A	B	C	D
S-34	1640-1	617 (700-1)	1640-1 $\frac{3}{4}$ 617 (700-1 $\frac{3}{4}$)	1640-2 617 (700-2)
CIRCLING	1640-1	612 (700-1)	1640-1 $\frac{3}{4}$ 612 (700-1 $\frac{3}{4}$)	1640-2 612 (700-2)
DES MOINES ALTIMETER SETTING MINIMUMS				
S-34	1780-1 757 (800-1)	1780-1 $\frac{1}{4}$ 757 (800-1 $\frac{1}{4}$)	1780-2 $\frac{1}{4}$ 757 (800-2 $\frac{1}{4}$)	1780-2 $\frac{1}{2}$ 757 (800-2 $\frac{1}{2}$)
CIRCLING	1780-1 752 (800-1)	1780-1 $\frac{1}{4}$ 752 (800-1 $\frac{1}{4}$)	1780-2 $\frac{1}{4}$ 752 (800-2 $\frac{1}{4}$)	1780-2 $\frac{1}{2}$ 752 (800-2 $\frac{1}{2}$)

	MISSED APPROACH: Climb to 2800 then right turn direct CNC NDB and hold.
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[illegible]

CATEGORY	A	B	C	D
S-17	1520-1	470 (500-1)	1520-1¼ 470 (500-1¼)	NA
CIRCLING	1520-1	470 (500-1)	1520-1½ 470 (500-1½)	NA



APP CRS	Rwy Idg	4000
099°	TDZE	1046
	Apt Elev	1050

RNAV (GPS) RWY 10

CHARITON MUNI (CNC)

▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lamoni altimeter setting and increase all MDA 100 feet.
▲ VDP NA when using Lamoni altimeter setting.

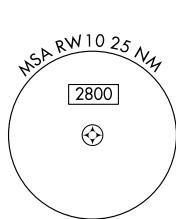
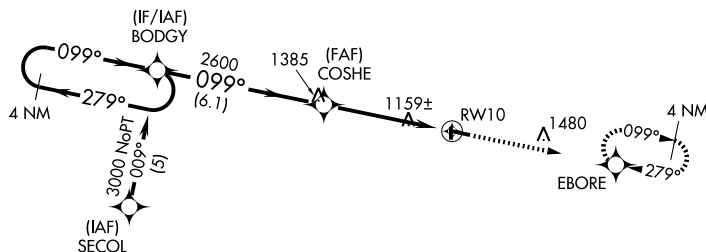
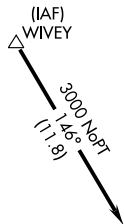
MISSED APPROACH:
Climb to 3000 direct EBORE and hold.

AWOS-3
125.525

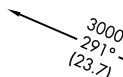
DES MOINES APP CON
135.2 360.7

UNICOM
122.8 (CTAF) 1

Procedure NA for arrivals
at WIVEY
via V13-77-161 northbound.

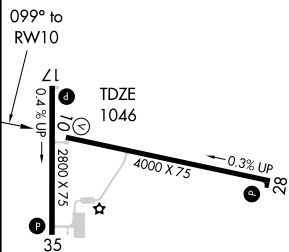
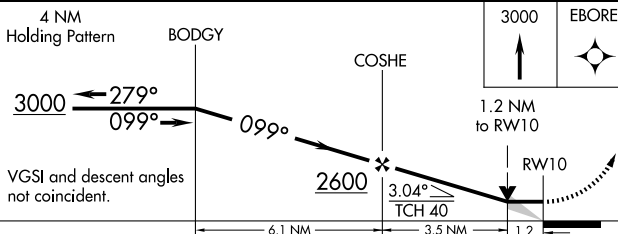


Procedure NA for arrivals
at OHGEE
via V216 northeast bound
and V175 southeast bound.



OHGEE

ELEV 1050



CATEGORY	A	B	C	D
LNAV MDA	1440-1	394 (400-1)	NA	
CIRCLING	1460-1 410 (500-1)	1500-1 450 (500-1)	NA	

REIL Rwy 10, 17, 28 and 35 1
MIRL Rwy 10-28 and 17-35 1

APP CRS	Rwy Idg	2800
177°	TDZE	1050
	Apt Elev	1050

RNAV (GPS) RWY 17

CHARITON MUNI (CNC)

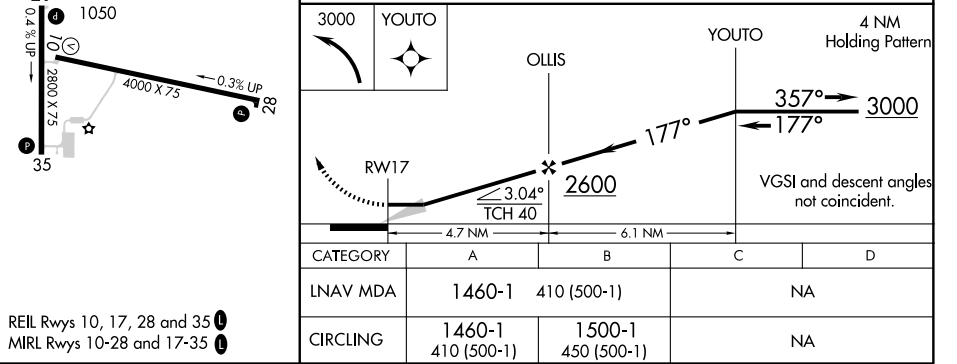
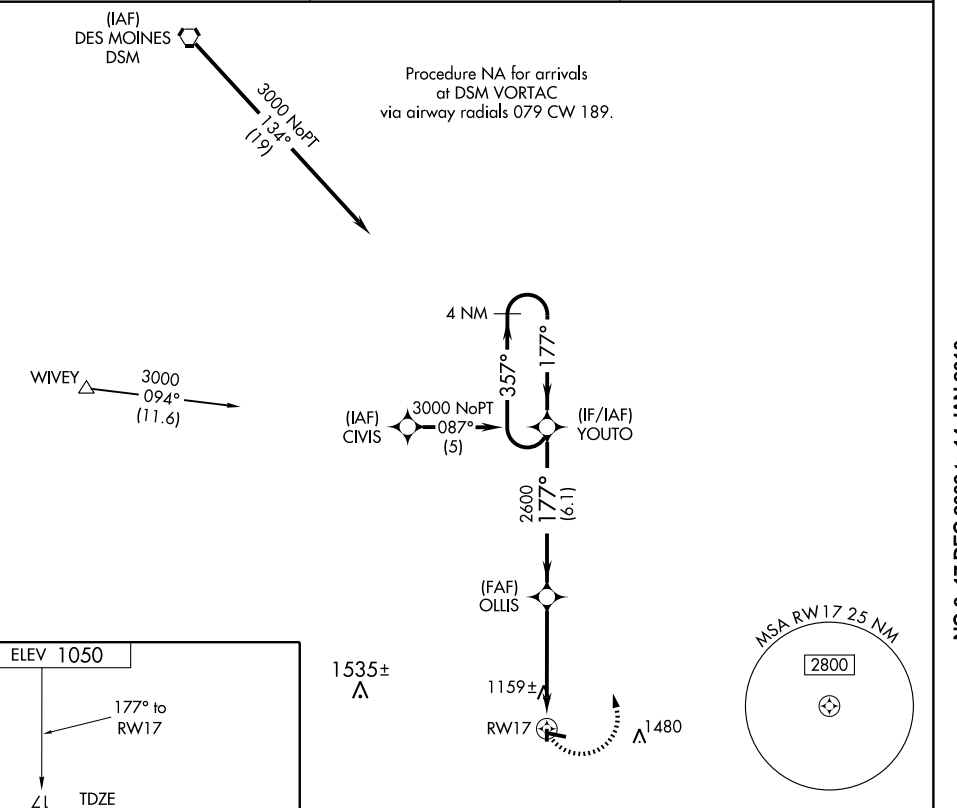
▼

▲

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lamoni altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing left turn to 3000 direct YOUTO and hold.

AWOS-3 125.525	DES MOINES APP CON 135.2 360.7	UNICOM 122.8 (CTAF) Q
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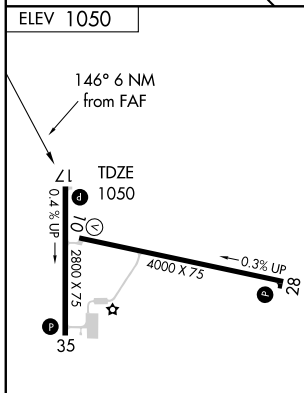
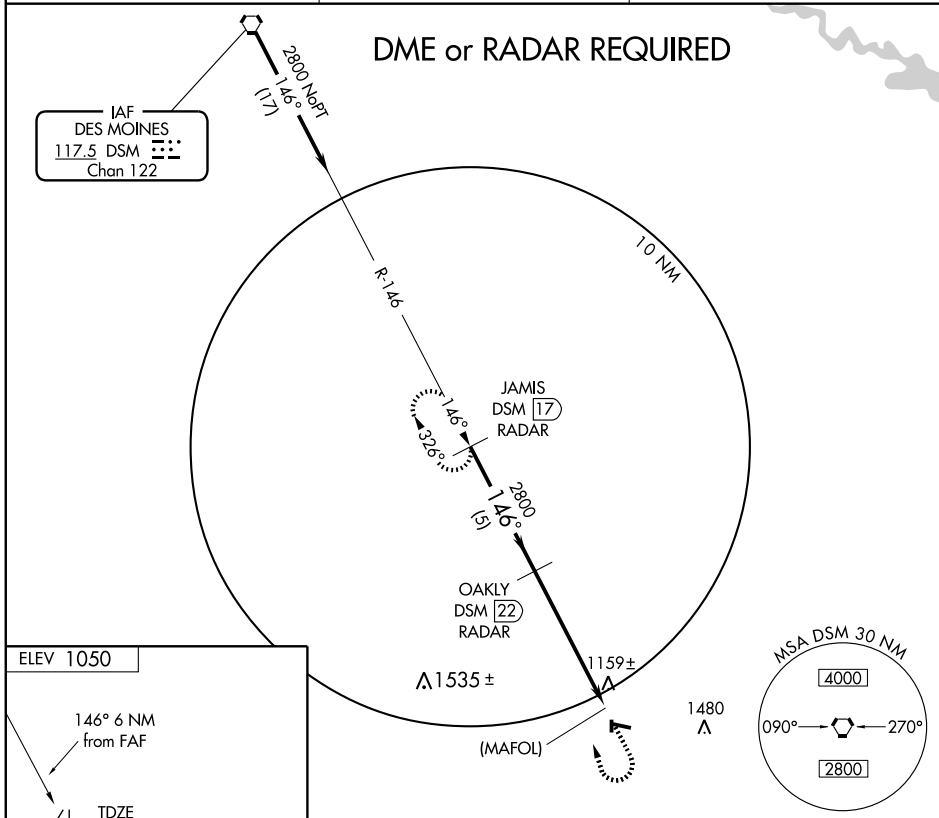
VORTAC DSM 117.5 Chan 122	APP CRS 146°	Rwy Idg TDZE Apt Elev	2800 1050 1050
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VOR or GPS RWY 17

CHARITON MUNI (CNC)

	MISSED APPROACH: Climb to 2800 then right turn via DSM R-146 to JAMIS/DSM 17 DME/RADAR and hold.
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AWOS-3 125.525	DES MOINES APP CON 135.2 360.7	UNICOM 122.8 (CTAF)
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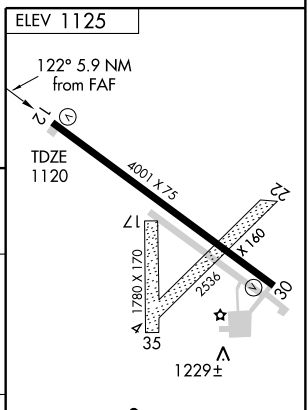
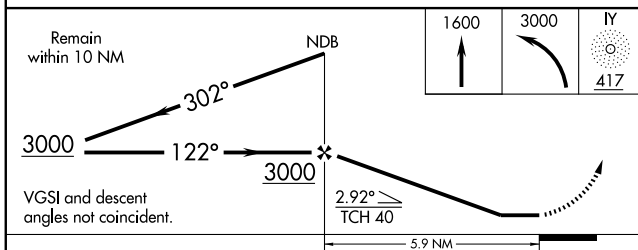
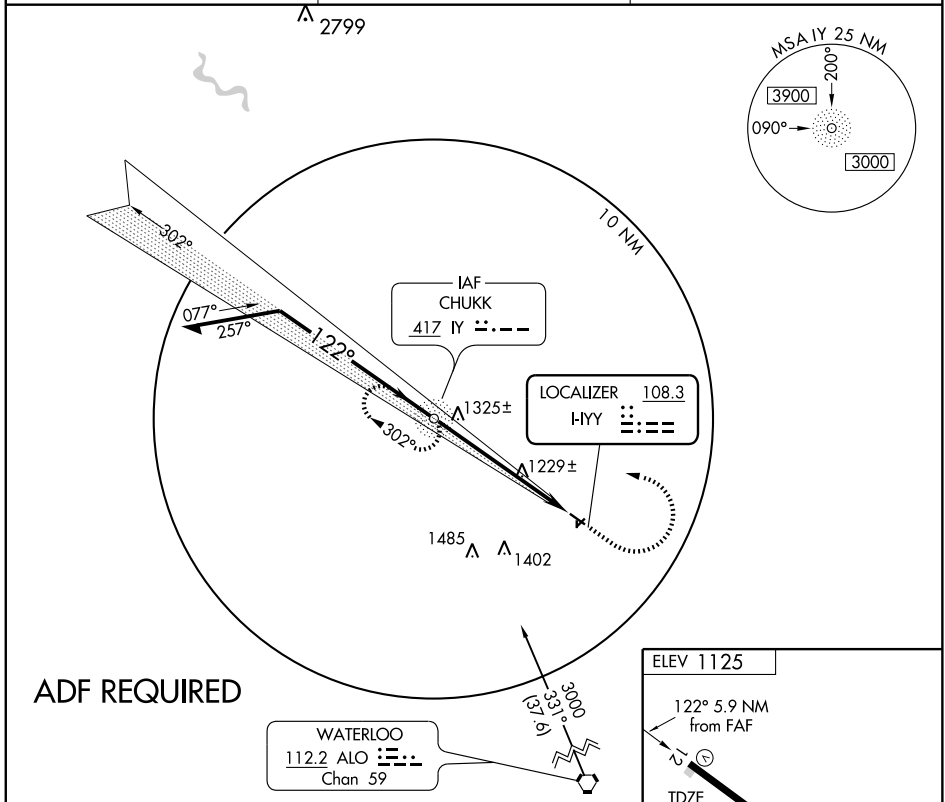


REIL Rwy 10, 17, 28 and 35
MIRL Rwy 10-28 and 17-35

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

	JAMIS DSM 17 RADAR	OAKLY DSM 22 RADAR	2800	JAMIS DSM 17 RADAR
Procedure Turn NA	2800	2800	(MAFOL) DSM 27.5	
	5 NM	5.5 NM	0.5	
CATEGORY	A	B	C	D
S-17	1500-1 450 (500-1)	1500-1¼ 450 (500-1¼)	1500-1½ 450 (500-1½)	NA
CIRCLING	1500-1 450 (500-1)	1500-1¼ 450 (500-1¼)	1500-1½ 450 (500-1½)	NA

AWOS-3 125.525	WATERLOO APP CON ★ 118.9 251.15	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
S-12	1480-1	360 (400-1)	NA	
CIRCLING	1560-1 435 (500-1)	1580-1 455 (500-1)	NA	

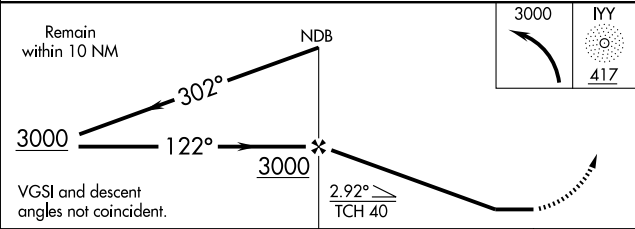
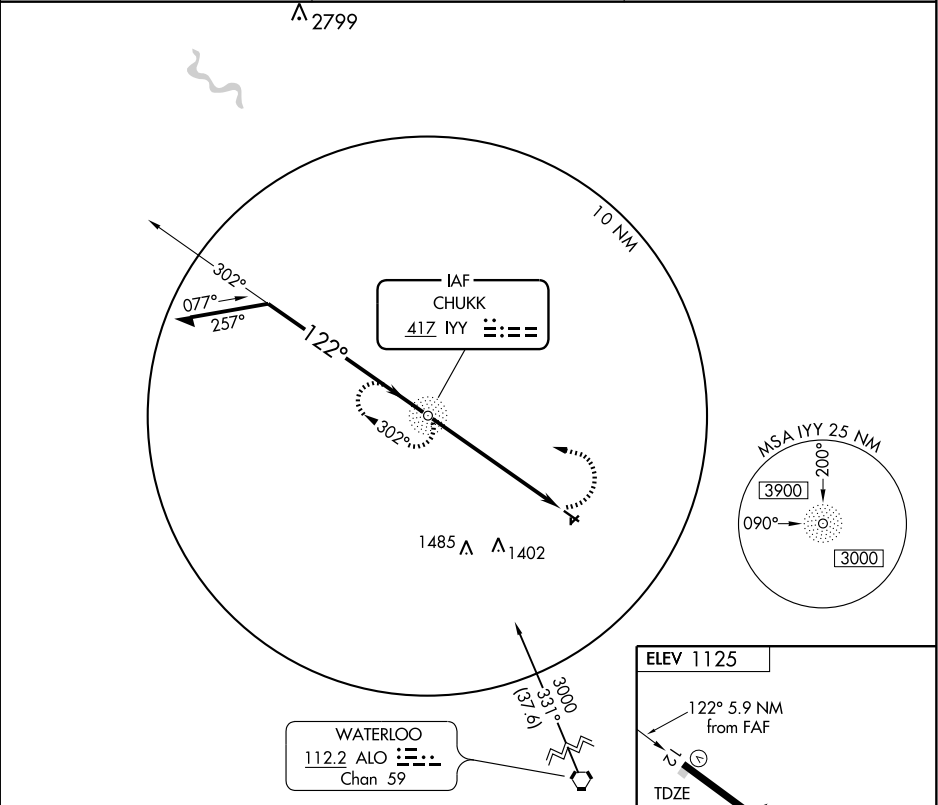
MIRL Rwy 12-30 L					
REIL Rwy 12 and 30 L					
FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NDB IYY 417	APP CRS 122°	Rwy Idg TDZE Apt Elev	4001 1120 1125
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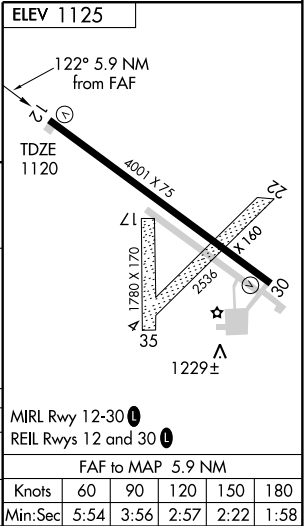
⚠ When local altimeter setting not received, use Waterloo altimeter setting and increase all MDA 120 feet.

MISSED APPROACH: Climbing left turn to 3000 direct IYY NDB and hold.

AWOS-3 125.525	WATERLOO APP CON ★ 118.9 251.15	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-12	1640-1	520 (600-1)	NA	
CIRCLING	1640-1	515 (600-1)	NA	



APP CRS	Rwy Idg	4001
122°	TDZE	1120
	Apt Elev	1125

RNAV (GPS) RWY 12

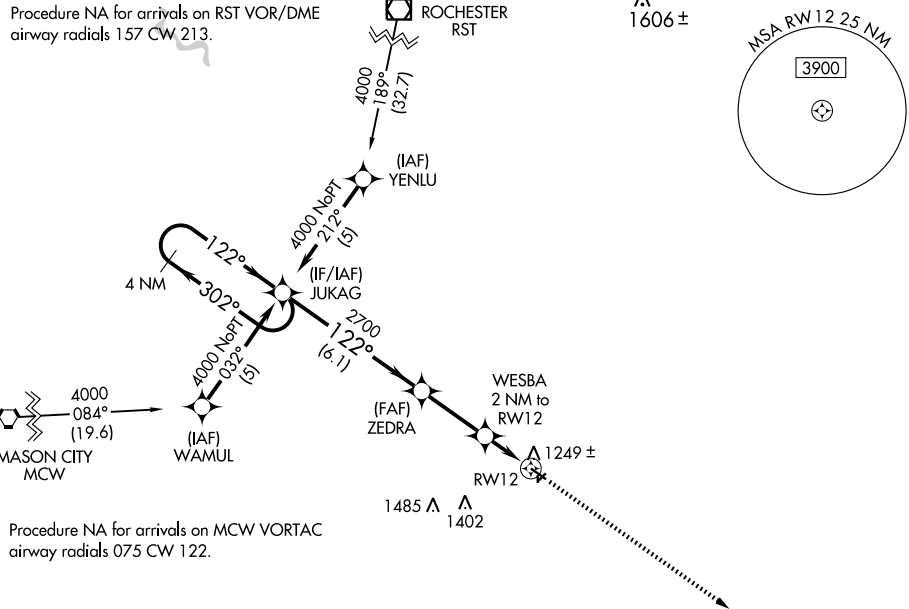
CHARLES CITY/NORTHEAST IOWA RGNL (CCY)

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Waterloo altimeter setting and increase all MDA 120 feet.
VDP NA when using Waterloo altimeter setting.

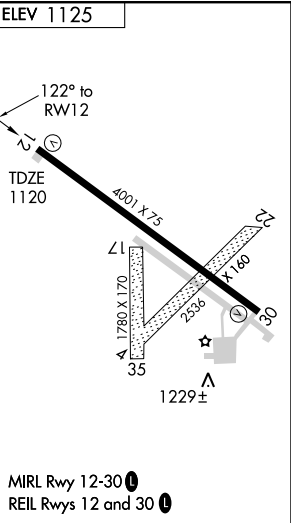
MISSED APPROACH: Climb to 4000 direct IJIBU and hold, continue climb-in-hold to 4000.

AWOS-3 125.525	WATERLOO APP CON ★ 118.9 251.15	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrivals on RST VOR/DME
airway radials 157 CW 213.



Procedure NA for arrivals on MCW VORTAC
airway radials 075 CW 122.



4 NM Holding Pattern				4000	IJIBU
JUKAG				↑	✧
ZEDRA					
WESBA 2 NM to RW12					
302° 122° 2700 1800 1.1 NM to RW12					
VGSI and descent angles not coincident.					
6.1 NM 2.8 NM 0.9 1.1 NM					
CATEGORY	A	B	C	D	
LNAV MDA	1500-1	380 (400-1)	NA		
CIRCLING	1560-1 435 (500-1)	1580-1 455 (500-1)	NA		

APP CRS	Rwy Idg	4001
302°	TDZE	1120
	Apt Elev	1125

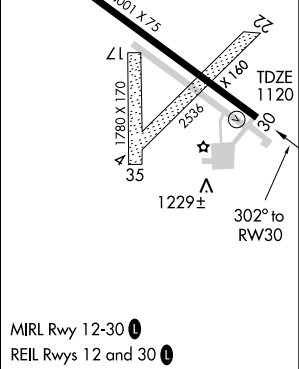
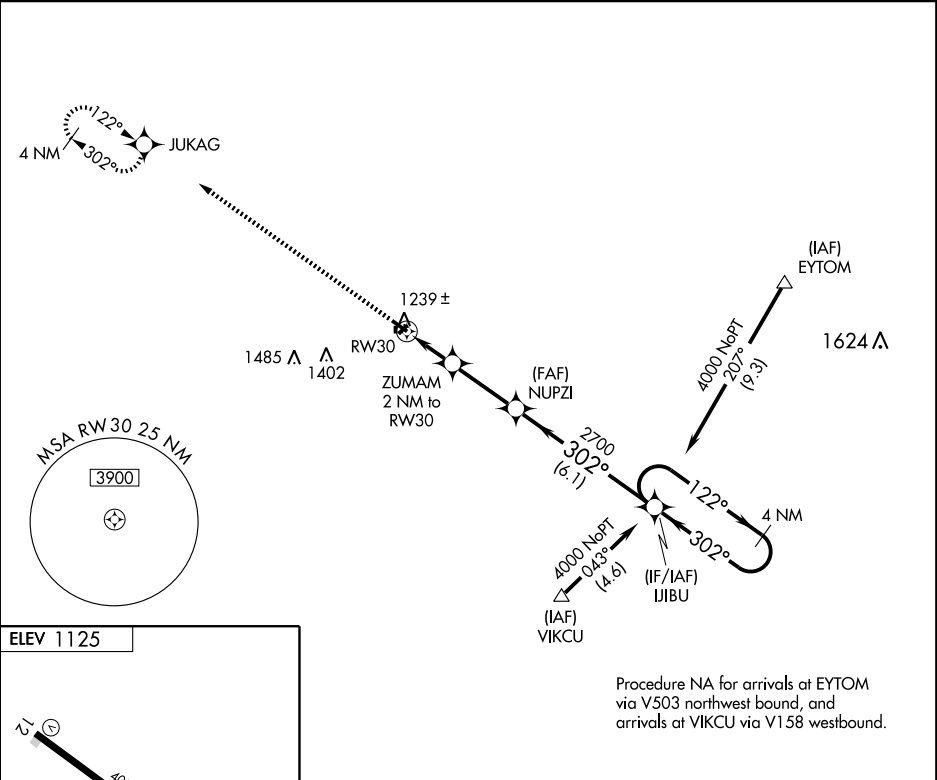
RNAV (GPS) RWY 30

CHARLES CITY/ NORTHEAST IOWA RGNL (CCY)

⚠ DME/DME RNP-0.3 NA
⚠ When local altimeter setting not received, use Waterloo altimeter setting and increase all MDA 120 feet.
VDP NA when using Waterloo altimeter setting.

MISSED APPROACH: Climb to 4000 direct JUKAG and hold, continue climb-in-hold to 4000.

AWOS-3 125.525	WATERLOO APP CON ★ 118.9 251.15	UNICOM 122.8 (CTAF) ①
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4000	JUKAG	ZUMAM 2 NM to RW30	NUPZI	IJIBU	4 NM Holding Pattern
1.1 NM to RW30	1.1 NM	0.9	2.8 NM	6.1 NM	
3.04° TCH 40	1800	2700	4000	4000	
VGSI and descent angles not coincident.					
CATEGORY	A	B	C	D	
LNAV MDA	1500-1	380 (400-1)	NA	NA	
CIRCLING	1560-1 435 (500-1)	1580-1 455 (500-1)	NA	NA	

WAAS CH 56512 W36A	APP CRS 358°	Rwy Idg TDZE Apt Elev 1227
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RNAV (GPS) Z RWY 36

CHEROKEE COUNTY RGNL (CKP)

▼ Baro-VNAV NA when using Storm Lake altimeter setting.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 Circling to Rwy 1-19 NA. Circling NA at night.
 When local altimeter setting not received, use Storm Lake altimeter setting and increase all DA 74 feet and all MDA 80 feet and all visibility ¼ mile.

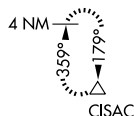
MISSED APPROACH: Climb to 3200 direct DULMY and via 003° track to CISAC and hold.

AWOS-3
119.225

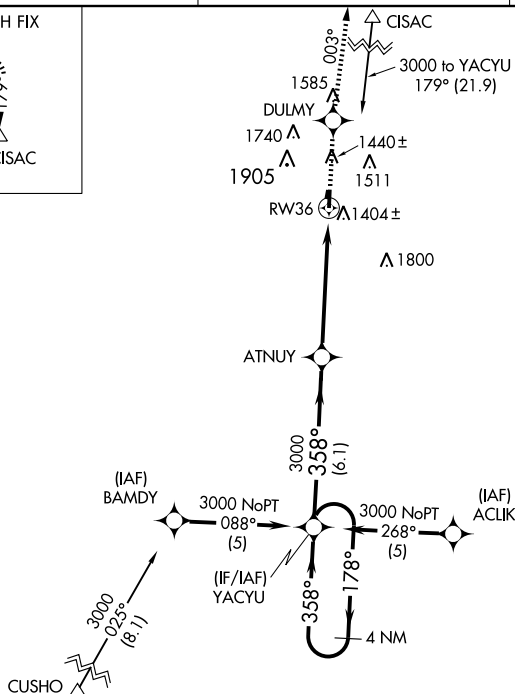
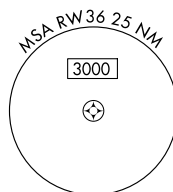
MINNEAPOLIS CENTER
124.1 269.0

UNICOM
122.8 (CTAF) 0

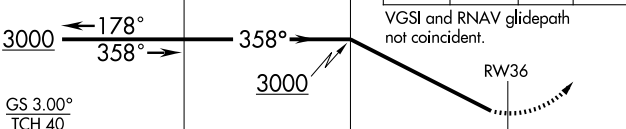
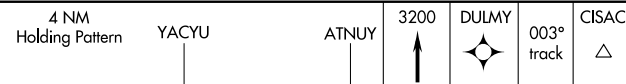
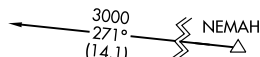
MISSED APCH FIX



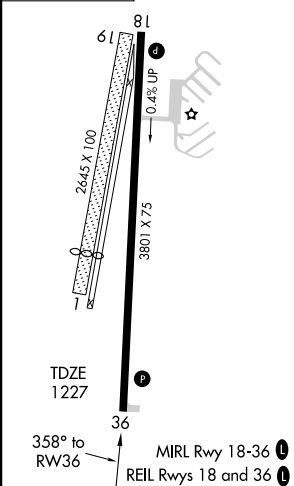
Procedure NA for arrivals at CISAC via V219 northeast bound.



ELEV 1227



CATEGORY	A	B	C	D
LPV DA	1550-1¼	323 (400-1¼)	NA	NA
LNAV/VNAV DA	1853-2¼	626 (700-2¼)	NA	NA
CIRCLING	1860-2¼	633 (700-2¼)	NA	NA



GPS RWY 20

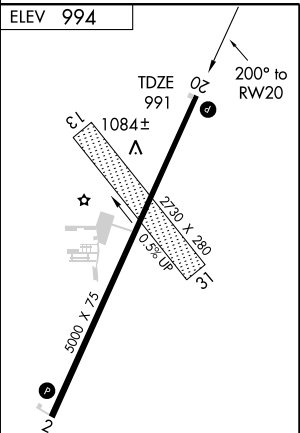
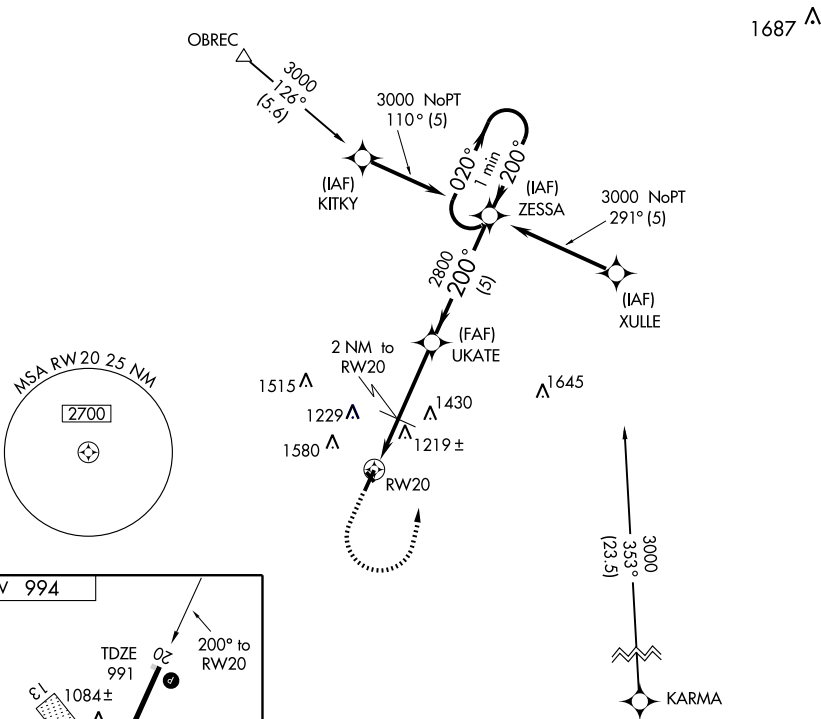
CLARINDA/SCHENCK FIELD (ICL)

APP CRS	Rwy Idg	5000
200°	TDZE	991
	Apt Elev	994

NA
If local altimeter setting not received, use Shenandoah Muni altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000, then left turn direct ZESSA WP and hold.

AWOS-3 132.025	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF)
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<div><div>3000</div><div>ZESSA</div><div>UKATE</div><div>RW20</div><div>2 NM to RW20</div><div>3.33° TCH 40</div><div>1700</div><div>2800</div><div>200°</div><div>020°</div><div>3000</div><div>One Minute Holding Pattern</div><div>VGSI and descent angle not coincident.</div></div>				
CATEGORY	A	B	C	D
S-20	1480-1	489 (500-1)	NA	
CIRCLING	1580-1	586 (600-1)	NA	

REIL Rwy 2 and 20

MIRL Rwy 2-20

NDB ICL 353	APP CRS 345°	Rwy Idg TDZE Apt Elev	NA NA 994
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NDB-A

CLARINDA/SCHENCK FIELD (ICL)

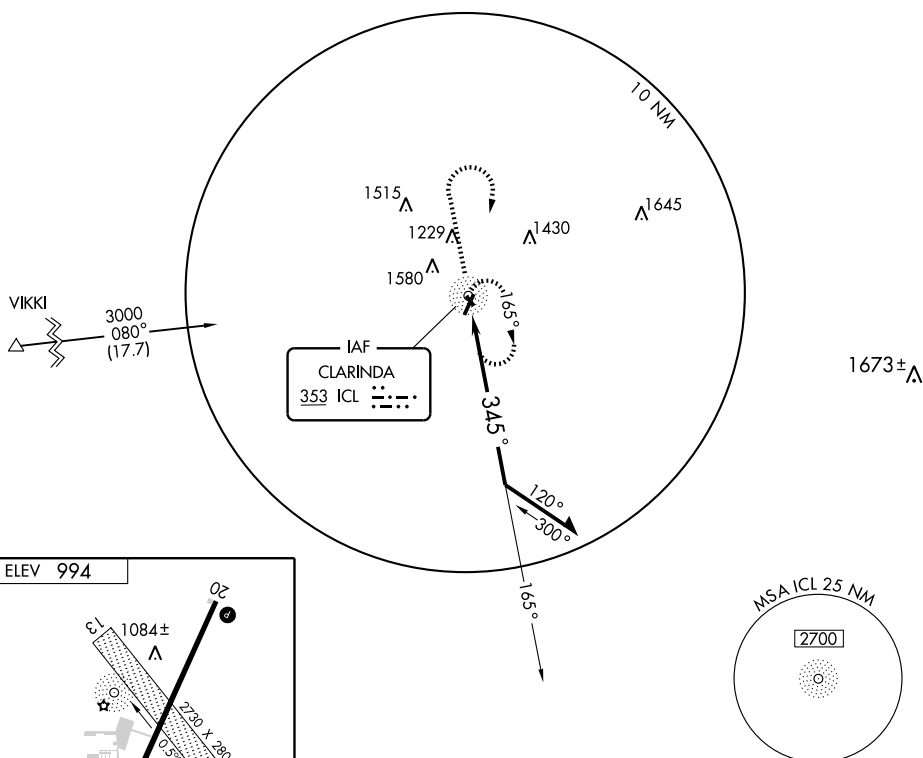


A NA

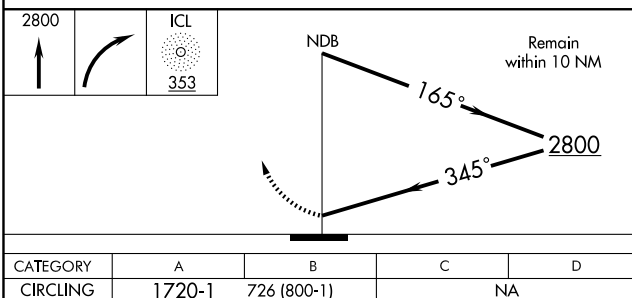
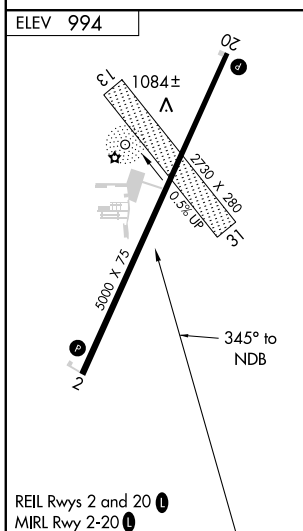
MISSED APPROACH: Climb to 2800, then turn right direct ICL NDB and hold.

AWOS-3
132,025

MINNEAPOLIS CENTER
119.6 290.4



UNICOM
122.8 (CTAF) **L**


NC-3, 17 DEC 2009 to 14 JAN 2010

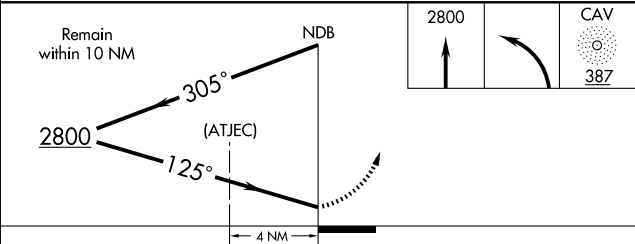
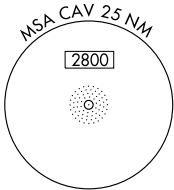
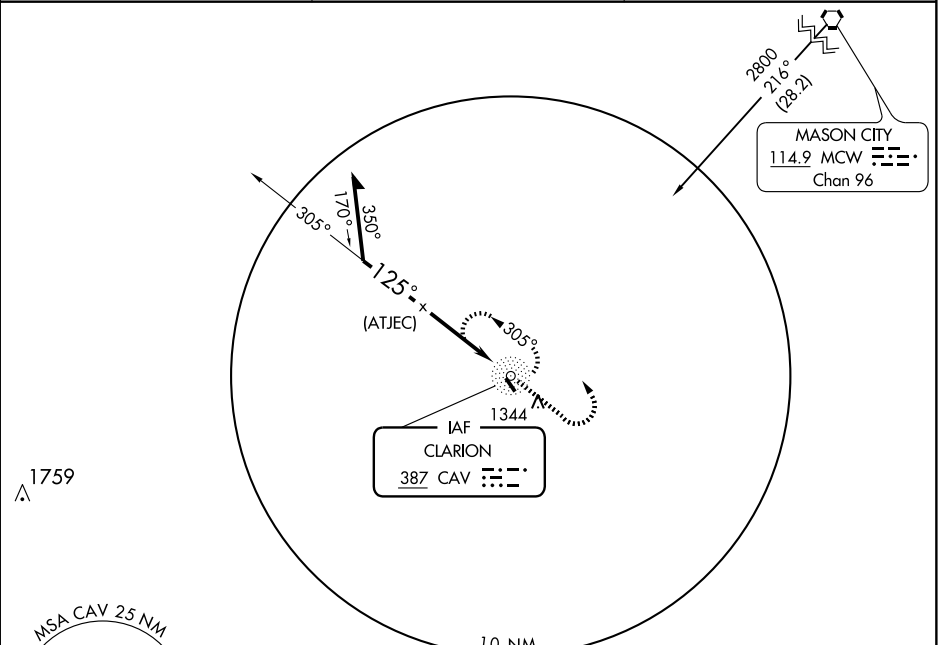


NDB CAV 387	APP CRS 125°	Rwy Idg TDZE Apt Elev	3515 1156 1162
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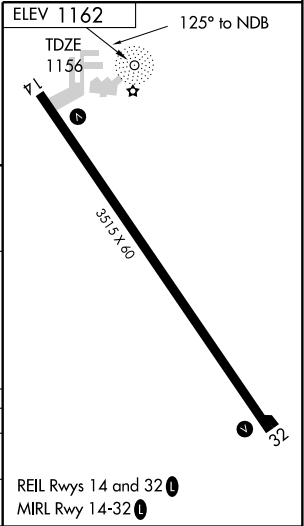
NDB or GPS RWY 14
CLARION MUNI (CAV)



  NA	MISSED APPROACH: Climb to 2800 then left turn direct CAV NDB and hold.
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AWOS-3 126.575	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 
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CATEGORY	A	B	C	D
S-14	1640-1	484 (500-1)	1640-1 ¼ 484 (500-1 ¼)	NA
CIRCLING	1740-1	578 (600-1)	1740-1 ½ 578 (600-1 ½)	NA



REIL Rwy 14 and 32 
MIRL Rwy 14-32 

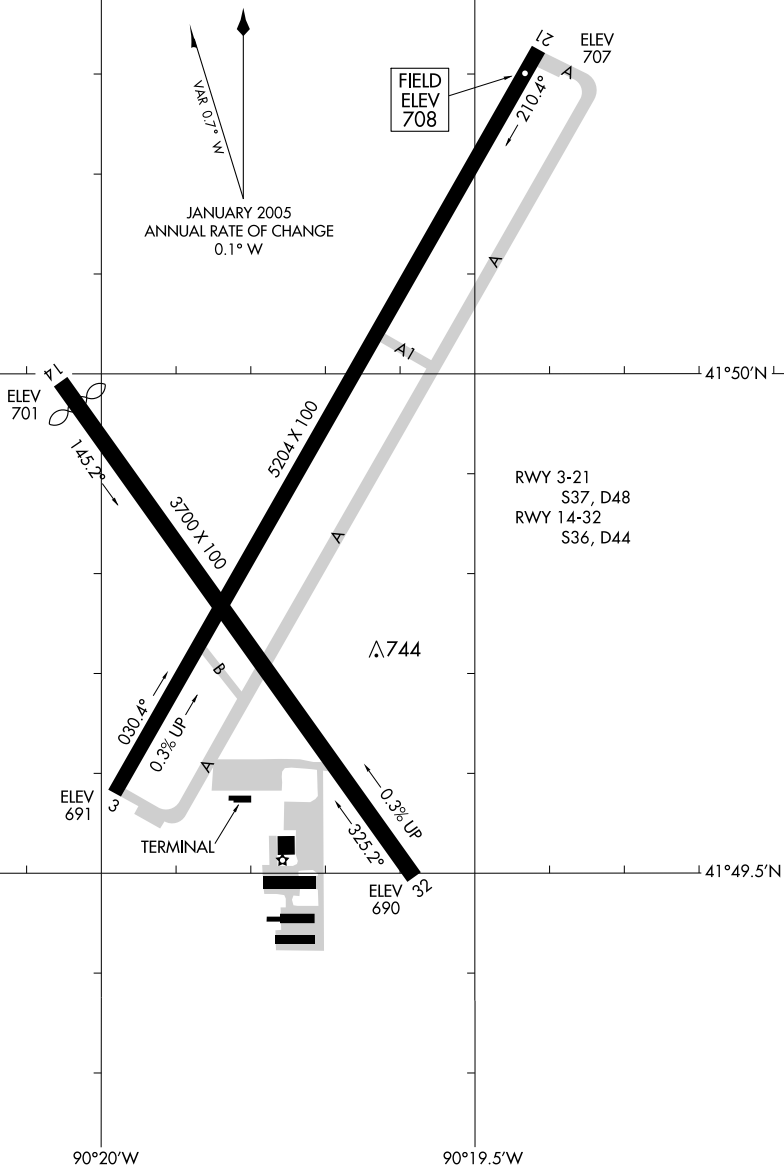
AIRPORT DIAGRAM

AL-972 (FAA)

CLINTON MUNI (CWI)
CLINTON, IOWA

AWOS-3
125.525
CLNC DEL
118.5
CTAF/UNICOM
122.8

D



RWY 3-21
S37, D48
RWY 14-32
S36, D44

GPS RWY 14
CLINTON MUNI (CWI)

A NA

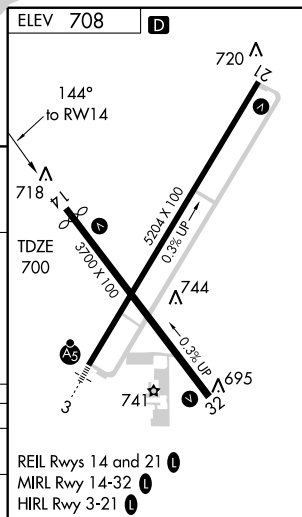
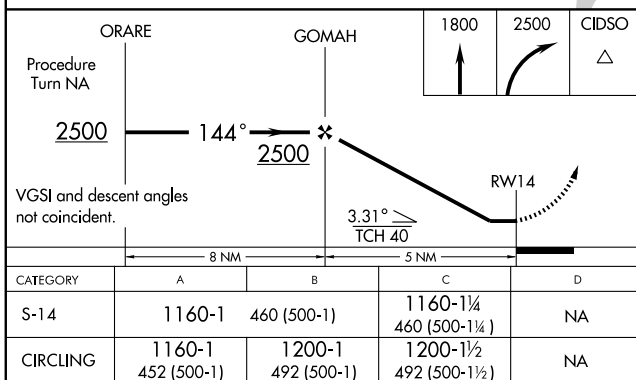
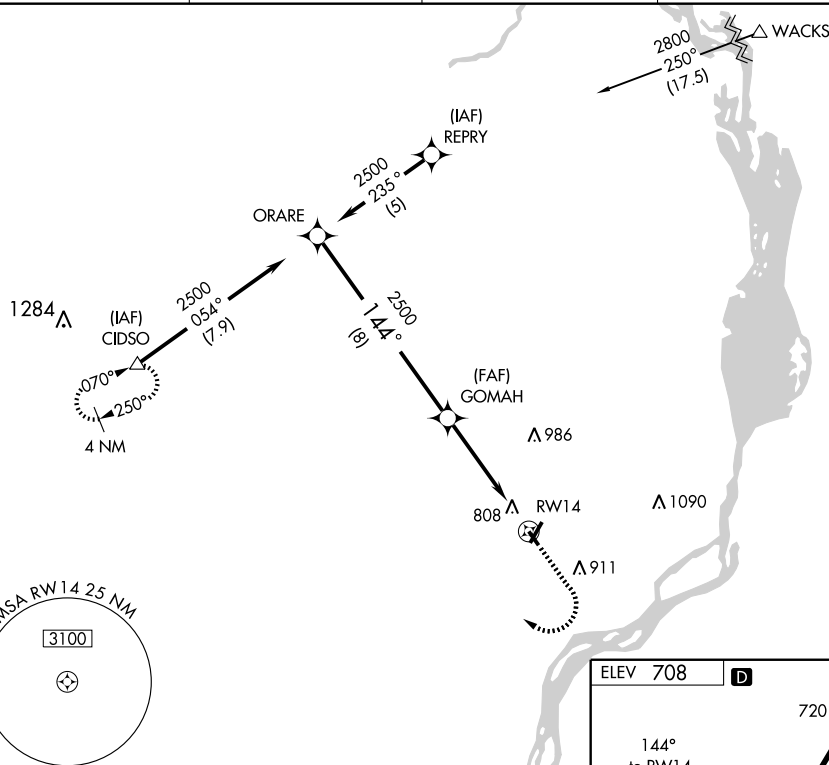
MISSED APPROACH: Climb to 1800, then climbing right turn to 2500 direct CIDS WP and hold.

AWOS-3
125.525

QUAD CITY APP CON ★
125.95 257.8

CLNC DEL
118.5 L

UNICOM
122.8 (CTAF)



APP CRS 325°	Rwy Idg TDZE Apt Elev	3700 698 708
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GPS RWY 32
CLINTON MUNI (CWI)

T
A NA

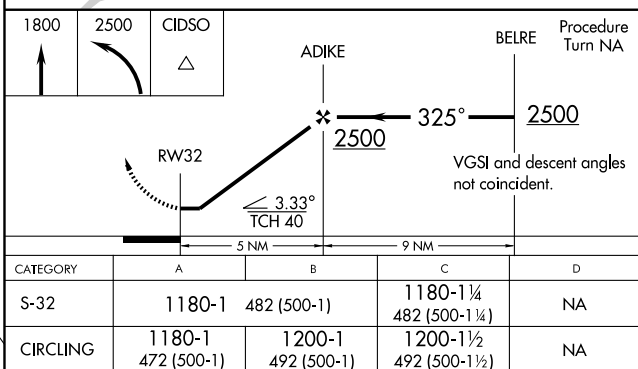
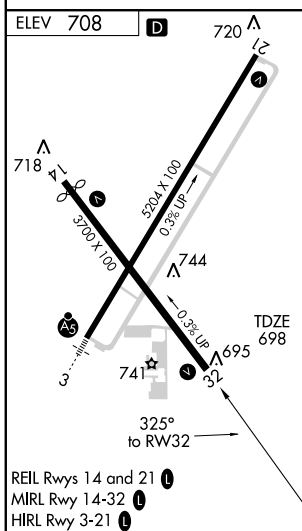
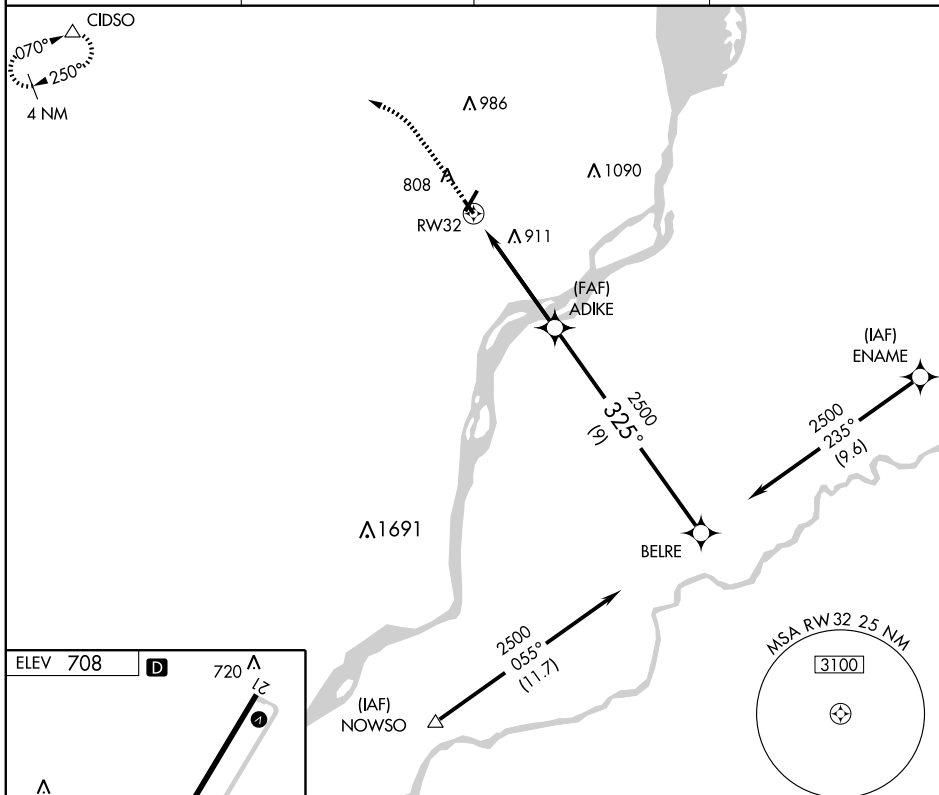
MISSED APPROACH: Climb to 1800, then climbing left turn to 2500 direct CIDS WP and hold.

AWOS-3
125.525

QUAD CITY APP CON ★
125.95 257.8

CLNC DEL
118.5 

UNICOM
122.8 (CTAF)



CLINTON, IOWA

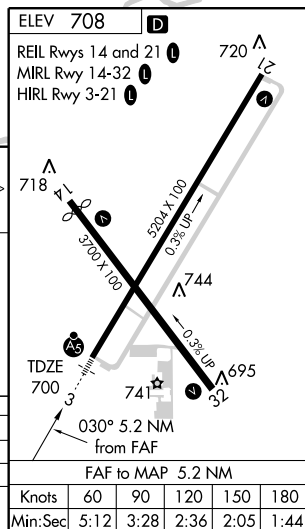
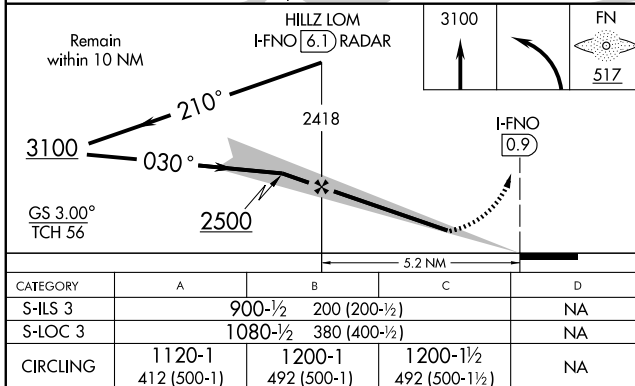
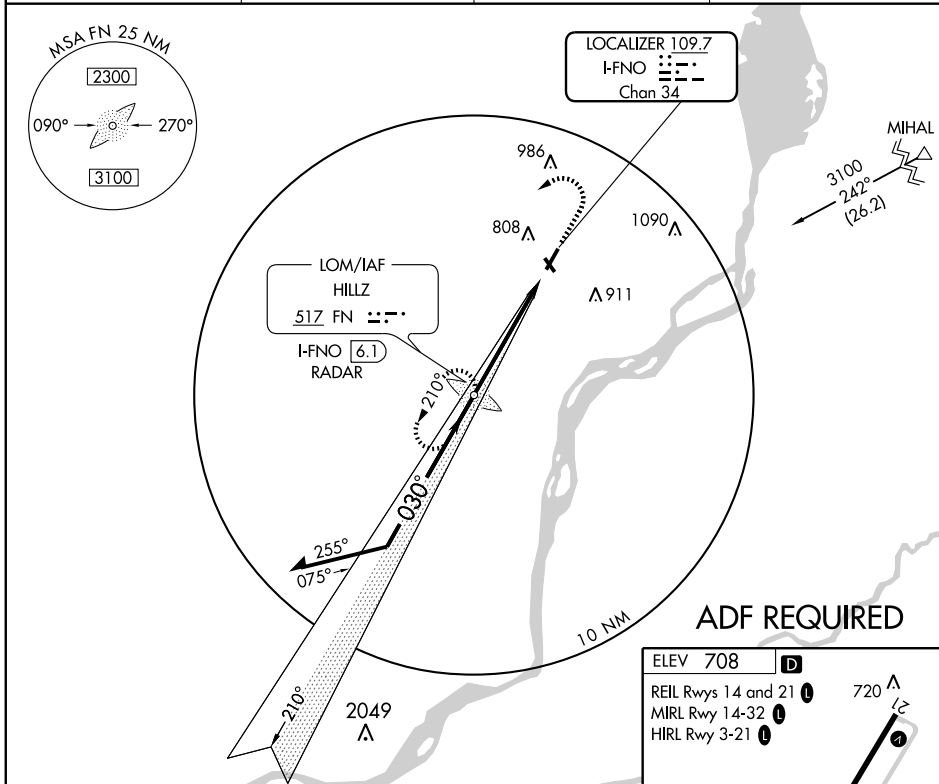
AL-972 (FAA)

LOC/DME I-FNO	APP CRS	Rwy Idg TDZE	5204 700
109.7 Chan 34	030°	Apt Elev	708



ILS RWY 3

CLINTON MUNI (CWI)

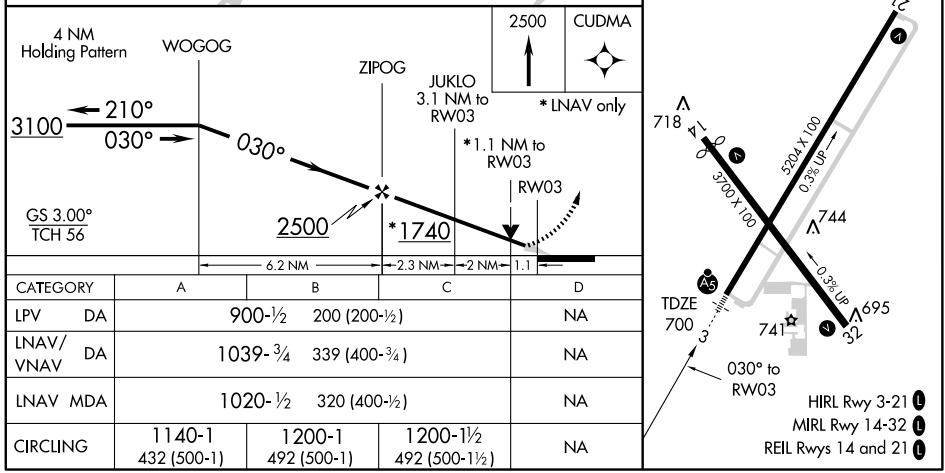
		MALSR 	MISSED APPROACH: Climb to 3100 then left turn direct HILLZ LOM and hold.
AWOS-3 125.525	QUAD CITY APP CON * 125.95 257.8	CLNC DEL 118.5 0	UNICOM 122.8 (CTAF)



NC-3. 17 DEC 2009 to 14 JAN 2010

	<p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Davenport altimeter setting. When local altimeter setting not received, use Davenport altimeter setting and increase all DA 47 feet and all MDA 60 feet.</p>		<p>MISSED APPROACH: Climb to 2500 direct CUDMA and hold.</p>
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Procedure NA for arrivals at BILOX via V216 southwest bound and for arrivals at CVA VORTAC via V63 northbound.		MISSED APCH FIX 4 NM
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▼

DME/DME RNP-0.3 NA

▲

Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Davenport
 altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2500 direct WIKES
and right turn via 310° track to CIDS0 and hold.

AWOS-3

125.525

QUAD CITY APP CON *

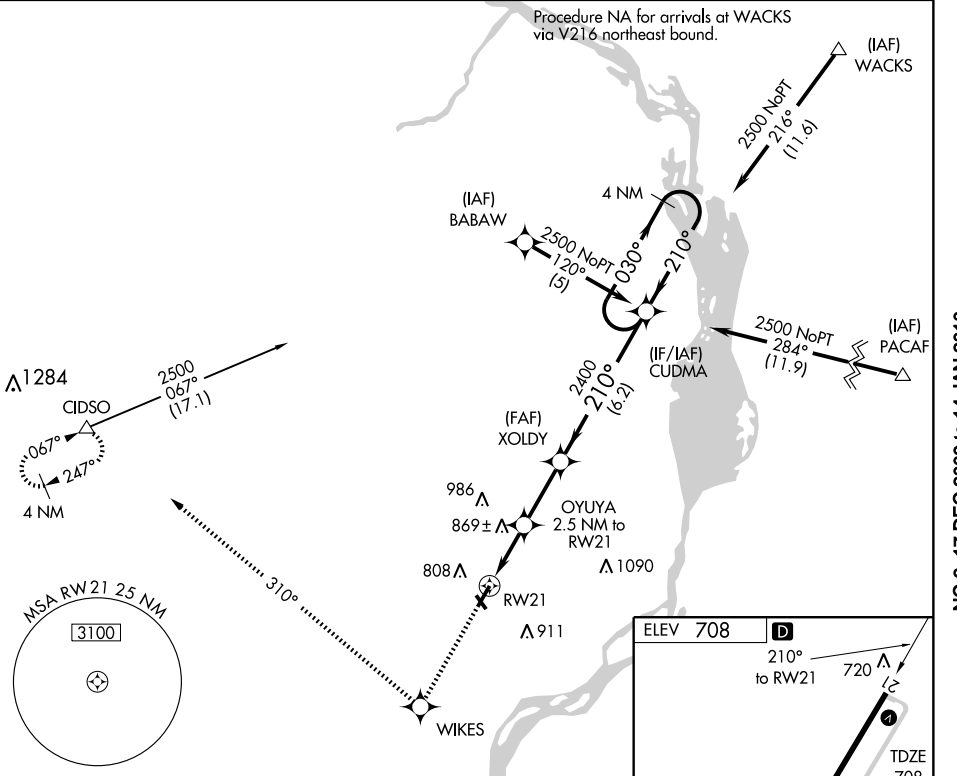
125.95 257.8

CLNC DEL

118.5 0

UNICOM

122.8 (CTAF)



2500

↑

WIKES

310° track

CIDS0

Δ

XOLDY

CUDMA

4 NM Holding Pattern

2500

030°

210°

210°

2400

1540

2.5 NM

2.6 NM

6.2 NM

RWY 21

2.5 NM to RWY 21

3.04°

TCH 35

LNVA MDA

1220-1 512 (600-1)

1220-1½ 512 (600-1½)

1220-1½ 512 (600-1½)

NA

CIRCLING

1220-1 512 (600-1)

1220-1½ 512 (600-1½)

1220-1½ 512 (600-1½)

NA

ELEV 708

D

210° to RWY 21

720

TDZE 708

718

744

741

695

5704 X 100

0.3% UP

3200 X 100

REIL Rwy 14 and 21

MIRL Rwy 14-32

HIRL Rwy 3-21

NC-3, 17 DEC 2009 to 14 JAN 2010

CATEGORY	A	B	C	D
S-3	1340-1	640 (700-1)	1340-1 $\frac{3}{4}$ 640 (700-1 $\frac{3}{4}$)	NA
CIRCLING	1340-1	632 (700-1)	1340-1 $\frac{3}{4}$ 632 (700-1 $\frac{3}{4}$)	NA
YINUN MINIMUMS				
S-3	1120-1	420 (500-1)	1120-1 $\frac{1}{4}$ 420 (500-1 $\frac{1}{4}$)	NA
CIRCLING	1140-1 432 (500-1)	1200-1 492 (500-1)	1200-1 $\frac{1}{2}$ 492 (500-1 $\frac{1}{2}$)	NA

NDB CRZ
278

APP CRS
185°

Rwy Idg	2684
TDZE	1274
Apt Elev	1274

NDB RWY 18
CORNING MUNI (CRZ)



Use Creston altimeter setting; when not received, use Clarinda altimeter setting and increase all MDAs 60 feet and visibility Cat. B $\frac{1}{4}$ mile.



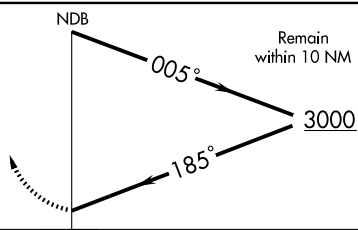
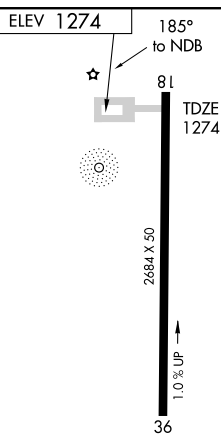
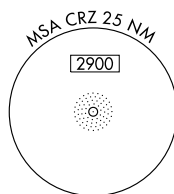
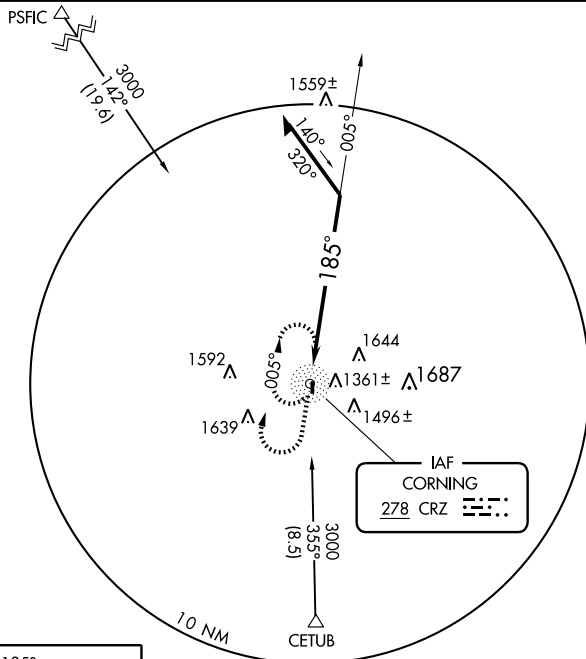
MISSED APPROACH: Climb to 3000 then right turn direct CRZ NDB and hold.

CRESTON AWOS-3
124.75

MINNEAPOLIS CENTER
119.6 290.4

CTAF
122.9

122.8 L



CATEGORY	A	B	C	D
S-18	1960-1	686 (700-1)	NA	
CIRCLING	1960-1	686 (700-1)	NA	

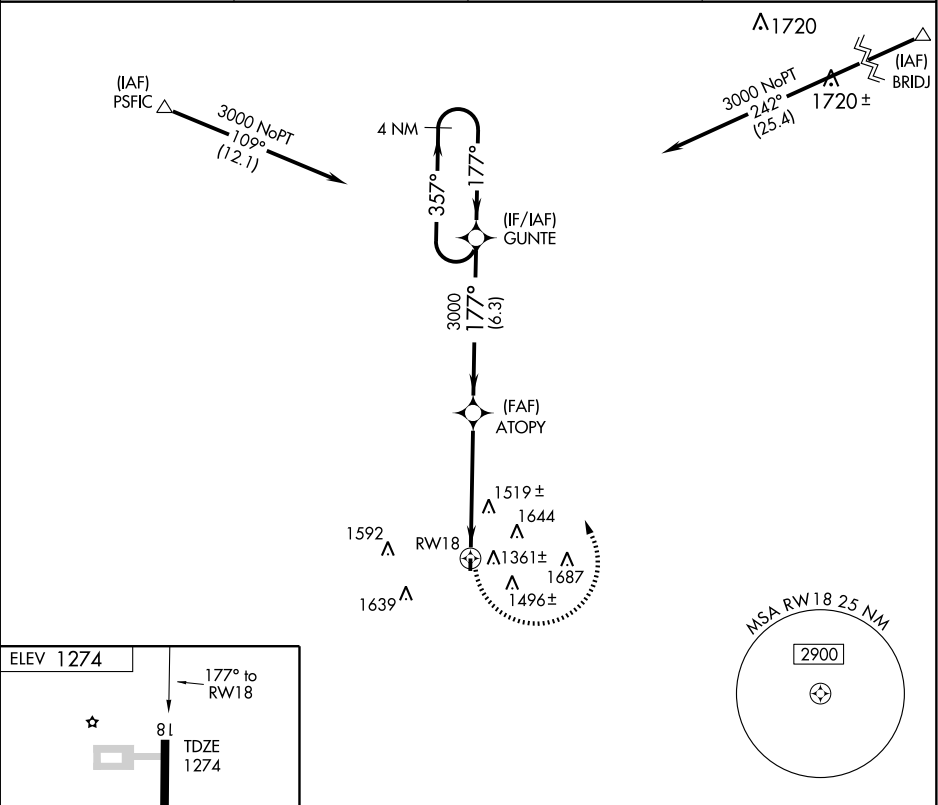
REIL Rwy 18 **L**
LIRL Rwy 18-36 **L**

APP CRS	Rwy Idg	2684
177°	TDZE	1274
	Apt Elev	1274

RNAV (GPS) RWY 18
CORNING MUNI (CRZ)

<p>▼ Use Creston altimeter setting; when not received, use Clarinda altimeter setting and increase all MDAs 60 feet.</p> <p>▲ NA</p>	MISSED APPROACH: Climbing left turn to 3000 direct GUNTE and hold.
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CRESTON AWOS-3 124.75	MINNEAPOLIS CENTER 119.6 290.4	CTAF 122.9	122.8
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<p>REIL Rwy 18</p> <p>LIRL Rwy 18-36</p>	<p>3000 GUNTE</p> <p>ATOPY</p> <p>GUNTE</p> <p>4 NM Holding Pattern</p> <p>177° 357° 3000</p> <p>3000</p> <p>≤ 3.04° TCH 40</p> <p>5.2 NM 6.3 NM</p>			
	CATEGORY	A	B	C D
	LNAV MDA	1820-1	546 (600-1)	NA
	CIRCLING	1820-1	546 (600-1)	NA

APP CRS
136°

Rwy Idg
TDZE
Apt Elev
1245
1253

RNAV (GPS) RWY 14

COUNCIL BLUFFS MUNI (CBF)

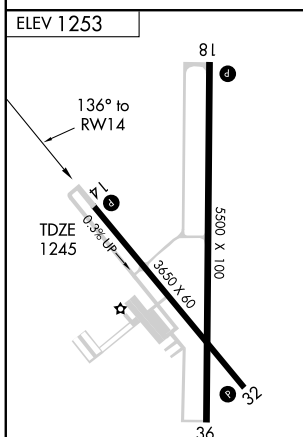
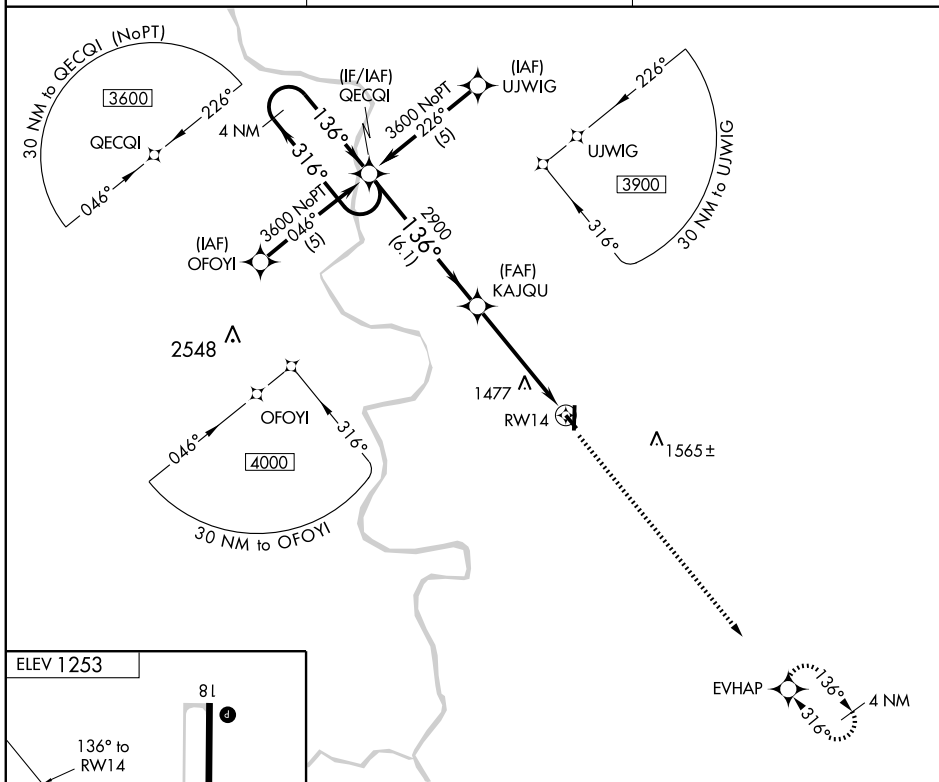
▼ DME/DME RNP: 0.3 NA.
▲ When local altimeter setting not received, use Eppley
Airfield altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3900 direct EVHAP and hold.

AWOS-3
126.575

OMAHA APP CON
124.5 263.0

UNICOM
122.8 (CTAF) 0



MIRL Rwy 14-32 **0**
HIRL Rwy 18-36 **0**
REIL Rwy 14, 32, 18, and 36 **0**

4 NM Holding Pattern				
QECQI				
KAJQU				
1.6 NM to RW14				
RW14				
3.04° TCH 40				
6.1 NM				
3.4 NM				
1.6 NM				
CATEGORY	A	B	C	D
LNAV MDA	1780-1	535 (600-1)	1780-1½ 535 (600-1½)	1780-1¾ 535 (600-1¾)
CIRCLING	1780-1	527 (600-1)	1840-1½ 587 (600-1½)	1840-2 587 (600-2)

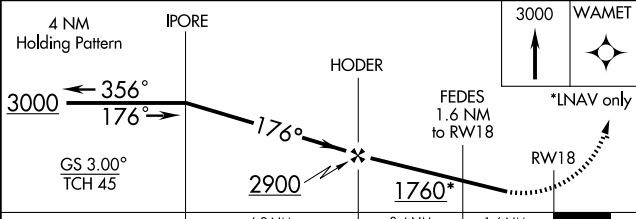
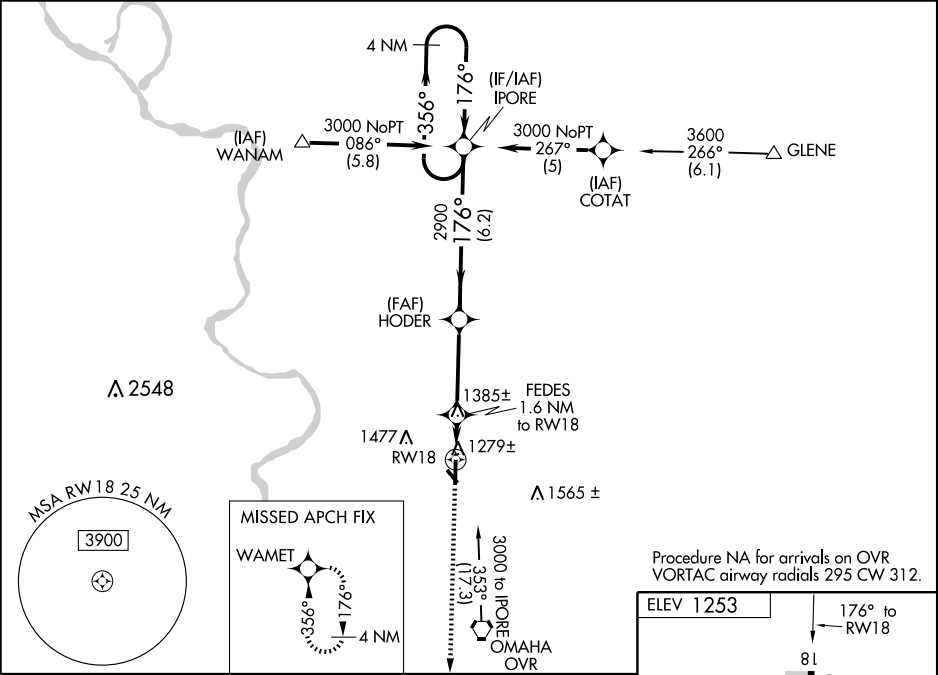
WAAS CH 42806 W18A	APP CRS 176°	Rwy Idg TDZE Apt Elev	5500 1241 1253
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RNAV (GPS) RWY 18
COUNCIL BLUFFS MUNI (CBF)

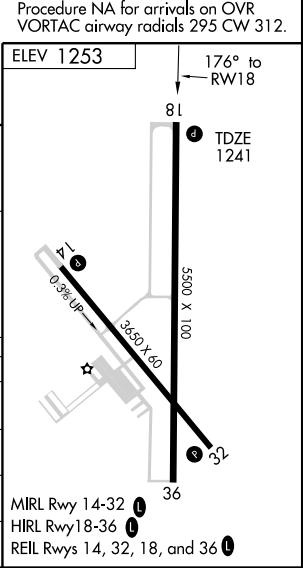
⚠ Baro-VNAV NA when using Eppley Airfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all DAs 53 feet and all MDAs 60 feet, and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D and circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct WAMET and hold.

AWOS-3 126.575	OMAHA APP CON 124.5 263.0	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1512-1 271 (300-1)			
LNAV/ VNAV DA	1646-1½ 405 (400-1½)			
LNAV MDA	1640-1 399 (400-1)			1640-1¼ 399 (400-1¼)
CIRCLING	1700-1 447 (500-1)	1720-1 467 (500-1)	1840-1½ 587 (600-1½)	1840-2 587 (600-2)



RNAV (GPS) RWY 32
COUNCIL BLUFFS MUNI (CBF)

MISSED APPROACH: Climb to 2000 then right climbing turn to 3900 direct EVHAP WP and hold.

UNICOM
122.8 (CTAF) **L**

NC-3, 17 DEC 2009 to 14 JAN 2010

ELEV 1253

81

1

1

1

1

1

1

1

1

2

4

Y

1

1

1

36

30

nd

200

390

EVHAP

EVHAP 4 NM
Holding Pattern

1 NM to RW32

3.04°

TCH 40

FEHEV

2900

316°

136°

3900

VGS and descent angle not coincident.

1 NM 4 NM 7 NM

VGSI and descent angles
not coincident.

CATEGORY	A	B	C	D
LNAV MDA	1660-1	415 (500-1)	1660-1½	415 (500-1½)
CIRCLING	1700-1 447 (500-1)	1720-1 467 (500-1)	1840-1½ 587 (600-1½)	1840-2 587 (600-2)

MIRL Rwy 14-32 **L**
HIRL Rwy18-36 **L**
REIL Rwys 14, 32, 18, and 36 **L**

WAAS CH 53606 W36A	APP CRS 356°	Rwy Idg TDZE Apt Elev	5500 1245 1253
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RNAV (GPS) RWY 36

COUNCIL BLUFFS MUNI (CBF)



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all DAs 53 feet and all MDAs 60 feet, and increase LPV all Cats, LNAV Cats C/D and circling Cat C visibilities ¼ mile. Baro-VNAV and VDP NA when using Eppley Airfield altimeter setting.

MISSED APPROACH: Climb to 3000 direct IPORE and hold.

AWOS-3
126.575

OMAHA APP CON
124.5 263.0

UNICOM
122.8 (CTAF)

Procedure NA for arrivals on OVR VORTAC airway radials
145 CW 192.

Δ 2548

1477 Δ

1369±
1249±

MISSED APCH FIX

4 NM



Δ 1565 ±

HODIN
1.7 NM
to RW36

(FAF)
JATIN

OMAHA
OVR

3000
187° (6.1)

(IF/IAF)
WAMET

2900

356°
(6.2)

3000 NoPT
086°
(5)

3000 NoPT
267°
(5)

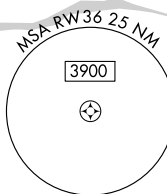
(IAF)
WEPOP

3000
263°
(10)

EMEND

MEPWE

3000
091°
(9.3)



4 NM
Holding Pattern

WAMET

JATIN

HODIN
1.7 NM
to RW36

*1 NM
to RW36

RW36

1820*

2900

356°

356°

356°

356°

356°

356°

3000

IPORE

*LNAV only

356°

356°

356°

356°

356°

356°

356°

356°

356°

356°

GS 3.00°
TCH 45

CATEGORY	A	B	C	D
LPV DA	1495-3/4 250 (300-3/4)			
LNAV/VNAV DA	1577-1 1/4 332 (400-1 1/4)			
LNAV MDA	1620-1 375 (400-1)		1620-1 1/4 375 (400-1 1/4)	
CIRCLING	1700-1 447 (500-1)	1720-1 467 (500-1)	1840-1 1/2 587 (600-1 1/2)	1840-2 587 (600-2)

ELEV 1253

81

3500 X 100

36-50 X 60

0.3% Up

36

TDZE 1245

356° to RW36

36

36

36

36

36

36

36

36

MIRL Rwy 14-32
HIRL Rwy 18-36
REIL Rws 14, 32,
18, and 36

VORTAC OVR 116.3 Chan 110	APP CRS 342°	Rwy Idg TDZE Apt Elev	N/A N/A 1253
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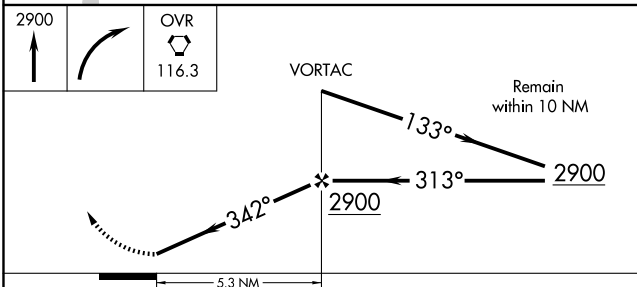
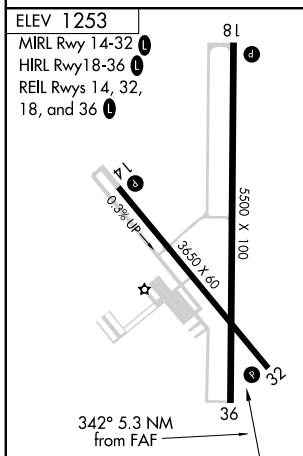
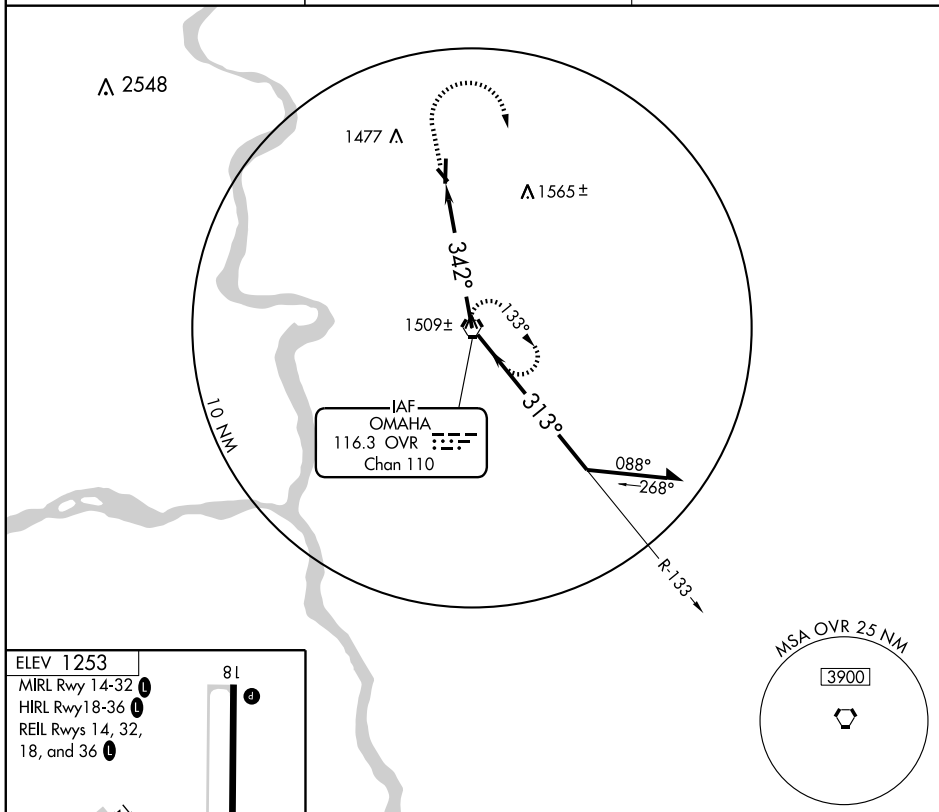
VOR-A

COUNCIL BLUFFS MUNI (CBF)

- T** When local altimeter setting not received, use Eppley Airfield altimeter
A setting: increase all MDAs 60 feet and visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 2900 then right turn direct OVR VORTAC and hold.

AWOS-3 126.575	OMAHA APP CON 124.5 263.0	UNICOM 122.8 (CTAF) 0
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FAF to MAP 5.3 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	1760-1	507 (600-1)	1840-1½ 587 (600-1½)	1840-2 587 (600-2)
Min:Sec	5:18	3:32	2:39	2:07	1:46					

APP CRS	Rwy Idg	2949
152°	TDZE	1279
	Apt Elev	1279

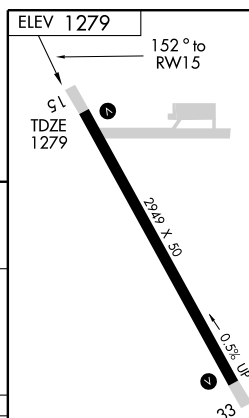
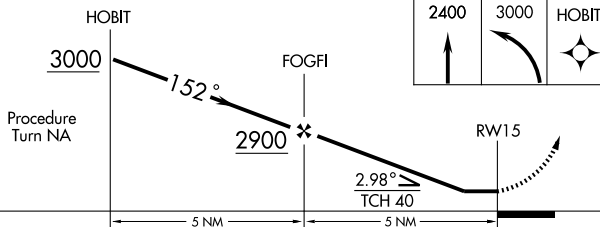
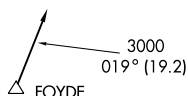
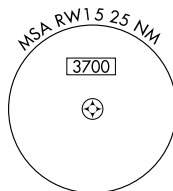
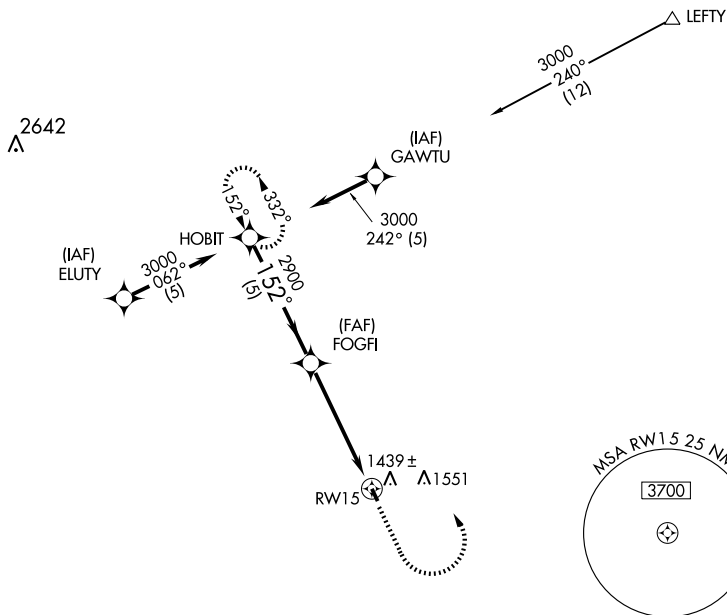
MISSED APPROACH: Climb to 2400, then climbing left turn to 3000 direct HOBIT WP gmd hold.

T
A NA Use Decorah Muni altimeter setting.

MINNEAPOLIS CENTER
118.85

UNICOM
122.8 (CTAF)

122.7 L




CATEGORY	A	B	C	D
S-15	1980-1	701 (800-1)	1980-2 701 (800-2)	NA
CIRCLING	1980-1	701 (800-1)	1980-2 701 (800-2)	NA

LIRL Rwy 15-33 **L**

GPS RWY 33

CRESO/ELLEN CHURCH FIELD (CJJ)

APP CRS	Rwy Idg	2949
332°	TDZE	1279
	Apt Elev	1279


 NA

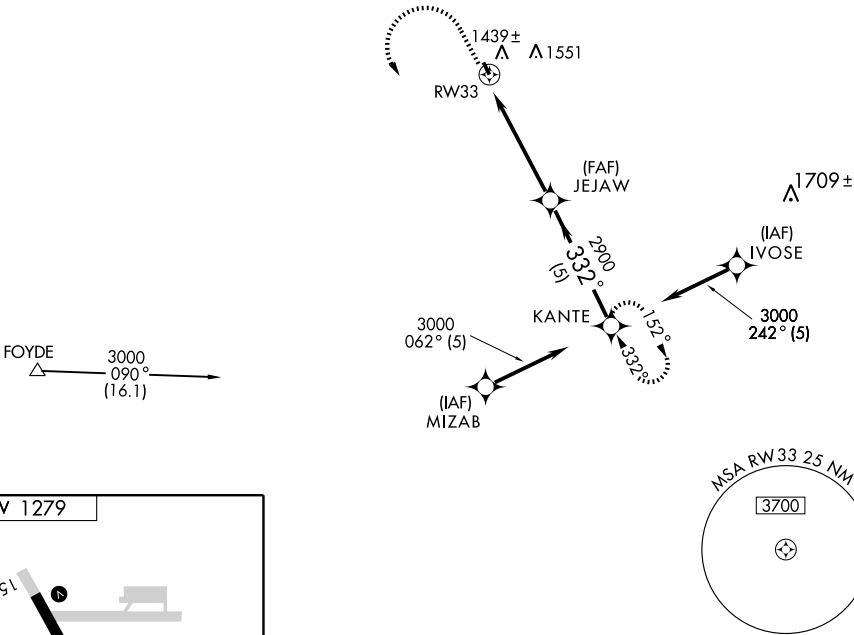
Use Decorah Muni altimeter setting.

MISSED APPROACH: Climb to 2400, then climbing left turn to 3000 direct KANTE WP and hold.

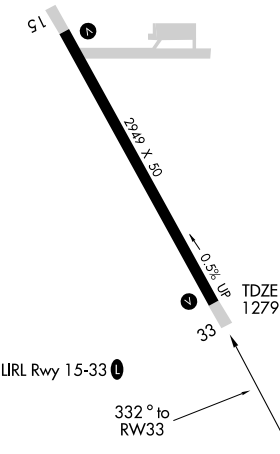
MINNEAPOLIS CENTER
118.85




UNICOM
122.8 (CTAF)

122.7 



ELEV 1279



	2400	3000	KANTE	
				
	RW33	JEJAW	KANTE	
		2900	3000	
		332°		
		3.01°		
		TCH 40		
		5 NM	5 NM	
CATEGORY	A	B	C	D
S-33	1740-1	461 (500-1)	1740-1 ¼ 461 (500-1 ¼)	NA
CIRCLING	1800-1	521 (600-1)	1800-1 ½ 521 (600-1 ½)	NA

NDB CJJ	APP CRS	Rwy Idg
293	340°	2949
		TDZE
		1279
		Apt Elev
		1279

NDB RWY 33

CRESCO/ELLEN CHURCH FIELD (CJJ)

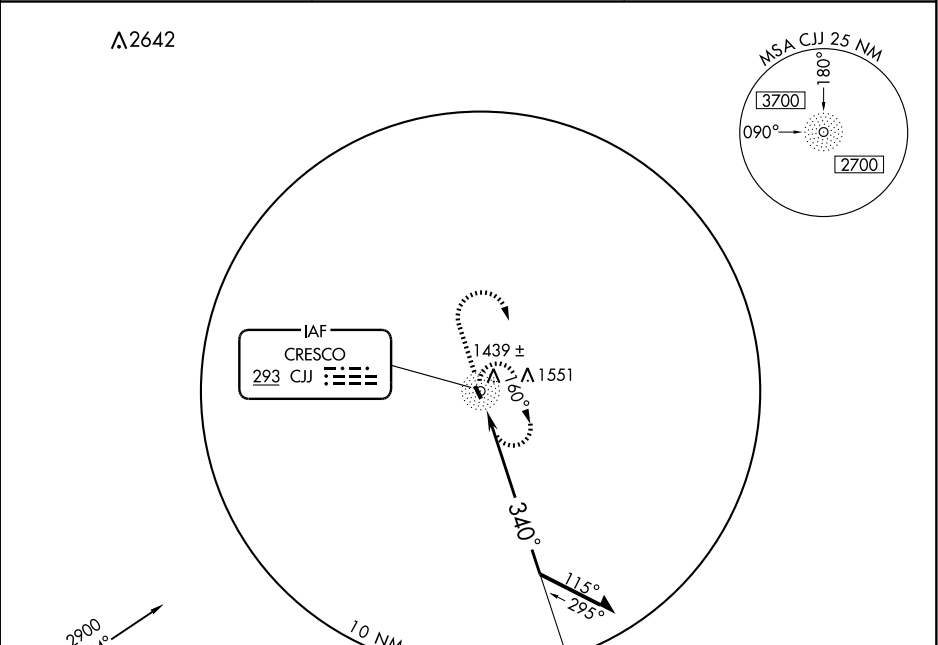
▼

▲ NA

Use Decorah Muni altimeter setting.

MISSED APPROACH: Climb to 2900 then right turn direct CJJ NDB and hold.

MINNEAPOLIS CENTER	UNICOM	
118.85	122.8 (CTAF)	122.7 0



ELEV 1279

51

340° to NDB

2949 x 50

0.5% UP

33

TDZE 1279

2900

↑

CJJ

293

NDB

Remain within 10 NM

160°

2900

340°

CATEGORY	A	B	C	D
S-33	1840-1	561 (600-1)	1840-1½ 561 (600-1½)	NA
CIRCLING	1840-1	561 (600-1)	1840-1½ 561 (600-1½)	NA

LIRL Rwy 15-33 **0**

APP CRS	Rwy Idg	4901
161°	TDZE	1296
	Apt Elev	1300

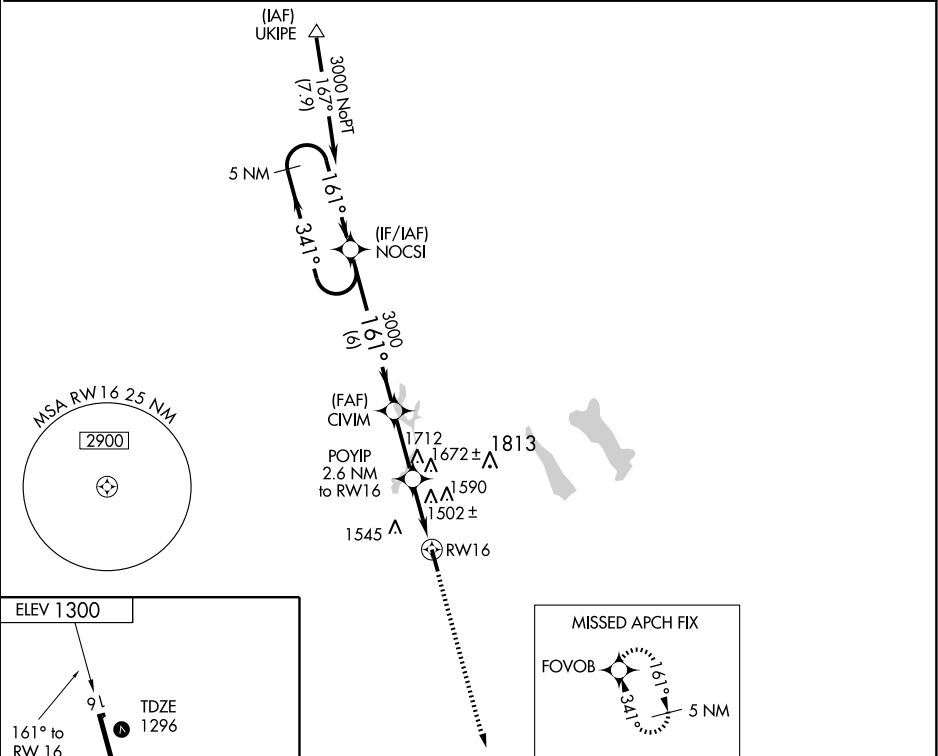
RNAV (GPS) RWY 16

CRESTON MUNI (CSQ)

⚠ DME/DME RNP-0.3 NA.
⚠ Circling NA for CATs B and C west of Rwy 16-34. Circling NA to Rwy 4-22.
If local altimeter setting not received, use Des Moines Init altimeter setting and increase all MDAs 160 feet.
When VGSI inoperative, straight-in/circling Rwy 16 NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000
direct FOVOB and hold.

AWOS-3 124.75	MINNEAPOLIS CENTER 125.65 306.95	UNICOM 122.8 (CTAF) 0
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MIRL Rwy 16-34 REIL Rws 16 and 34 0	5 NM Holding Pattern				3000	FOVOB
	NOCSI				CIVIM	POYIP 2.6 NM to RW16
	3000 ← 341° 161° → 3000				3.05° ≥ TCH 46	2180
	6 NM				2.6 NM	2.6 NM
CATEGORY	A	B	C	D		
LNAV MDA	1820-1	524 (600-1)	1820-1½ 524 (600-1½)	NA		
CIRCLING	1820-1	520 (600-1)	1820-1½ 520 (600-1½)	NA		

APP CRS	Rwy Idg	4901
341°	TDZE	1296
	Apt Elev	1300

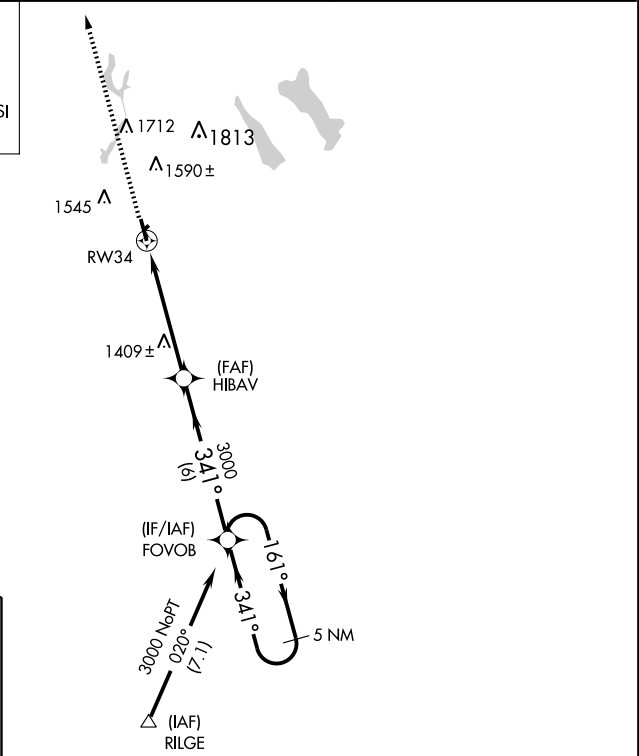
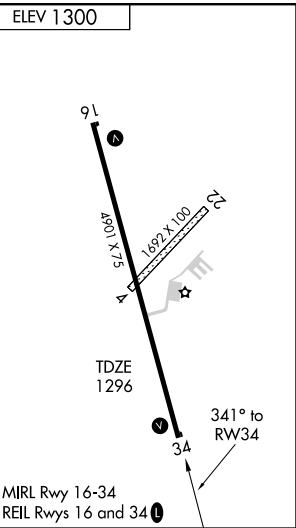
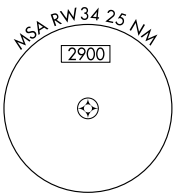
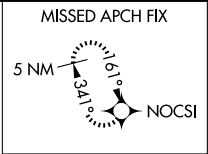
RNAV (GPS) RWY 34

CRESTON MUNI (CSQ)

⚠ DME/DME RNP-0.3 NA.
⚠ Circling NA for CATs B and C west of Rwy 16-34. Circling NA to Rwy 4-22.
If local altimeter setting not received, use Des Moines Intl altimeter setting and increase all MDAs 160 feet.
When VGSi inoperative, circling Rwy 16 NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct NOCSI and hold.

AWOS-3 124.75	MINNEAPOLIS CENTER 125.65 306.95	UNICOM 122.8 (CTAF) 📻
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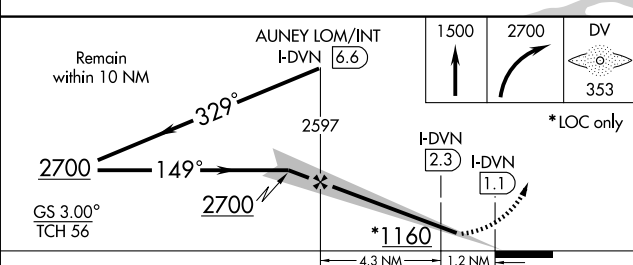
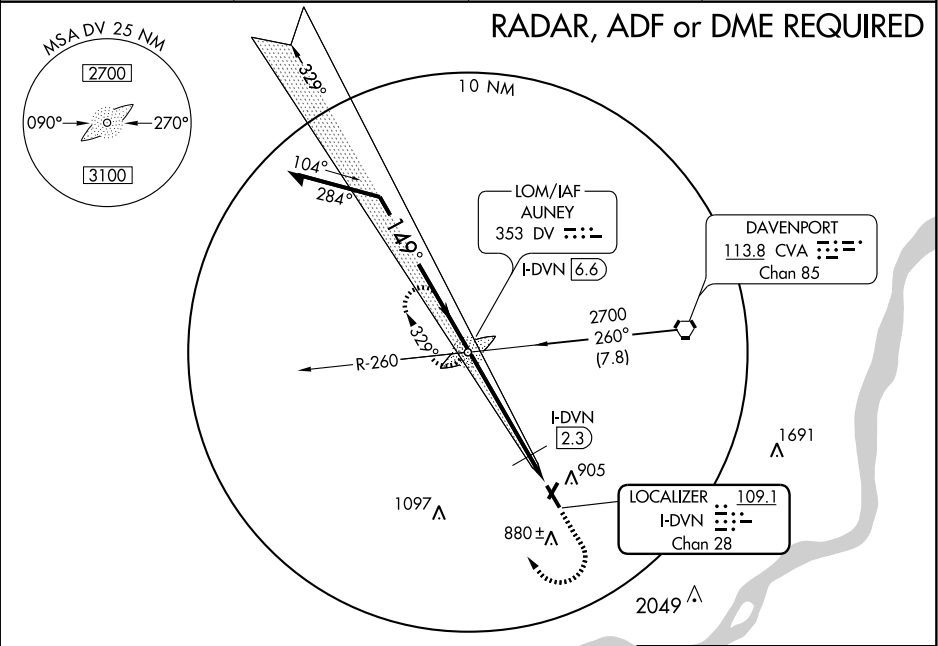


3000	NOCSI	HIBAV	FOVOB	5 NM Holding Pattern
CATEGORY	A	B	C	D
RNAV MDA	1660-1 364 (400-1)			NA
CIRCLING	1720-1 420 (500-1)	1760-1 460 (500-1)	1760-1½ 460 (500-1½)	NA

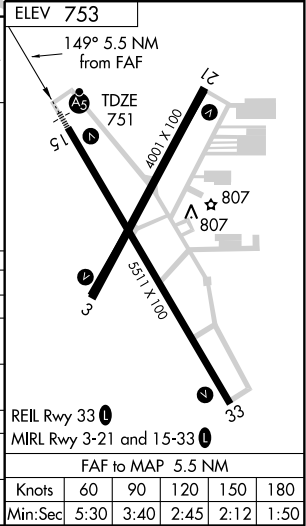
LOC/DME I-DVN 109.1 Chan 28	APP CRS 149°	Rwy Idg TDZE Apt Elev	5511 751 753
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M	MALSR 	MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 direct AUNEY LOM/Int/I-DVN 6.6 DME and hold.
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ASOS-3 120.175	QUAD CITY APP CON ★ 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF) 1
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CATEGORY	A	B	C	D
S-ILS 15	951-½ 200 (200-½)			
S-LOC 15	1160-½	409 (500-½)	1160-¾	409 (500-¾)
CIRCLING	1220-1	467 (500-1)	1220-1½ 467 (500-1½)	1320-2 567 (600-2)
DME MINIMUMS				
S-LOC 15	1100-½	349 (400-½)	1100-¾ 349 (400-¾)	
CIRCLING	1220-1	467 (500-1)	1220-1½ 467 (500-1½)	1320-2 567 (600-2)



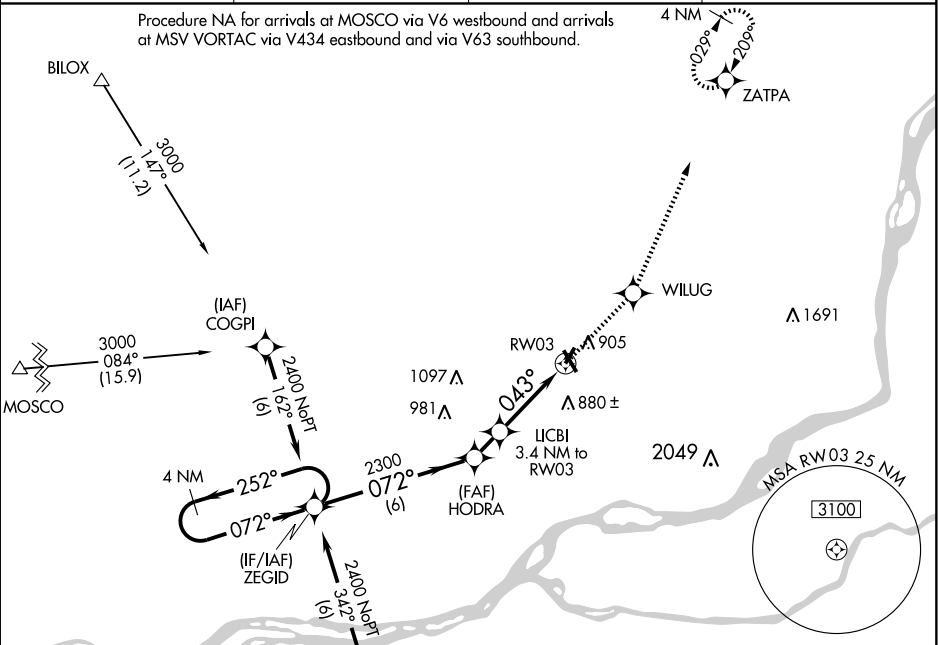
APP CRS	Rwy Idg	4001
043°	TDZE	750
	Apt Elev	753

RNAV (GPS) RWY 3

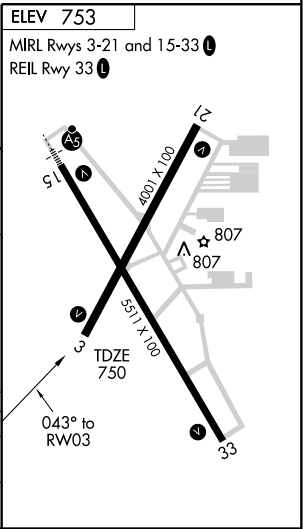
DAVENPORT MUNI (DVN)

<p>▼ DME/DME RNP- 0.3 NA.</p> <p>▲ If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.</p> <p>VDP NA when using Quad City Intl altimeter setting.</p>	<p>MISSED APPROACH: Climb to 3000 direct WILUG and left turn via 023° track to ZATPA and hold.</p>
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AWOS-3 120.175	QUAD CITY APP CON * 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF) 1
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<div>4 NM Holding Pattern</div> <div>ZEGID</div>				<div>3000</div> <div>↑</div>				<div>WILUG</div> <div>✧</div>				<div>023° Track</div> <div>↷</div>				<div>ZATPA</div> <div>✧</div>			
<div><div>2400</div><div>← 252°</div><div>→ 072°</div><div>072°</div><div>2300</div><div>043°</div><div>1880</div><div>6 NM</div><div>1.3 NM</div><div>2.3 NM</div><div>1.1 NM</div><div>3.4 NM to RW03</div><div>3.02°</div><div>TCH 44</div><div>LICBI</div><div>RW03</div><div>1.1 NM to RW03</div><div>RW03</div><div>HODRA</div></div>																			
CATEGORY		A		B		C		D											
LNAV MDA		1140-1 390 (400-1)										1140-1¼ 390 (400-1¼)							
CIRCLING		1220-1 467 (500-1)				1220-1½ 467 (500-1½)				1320-2 567 (600-2)									



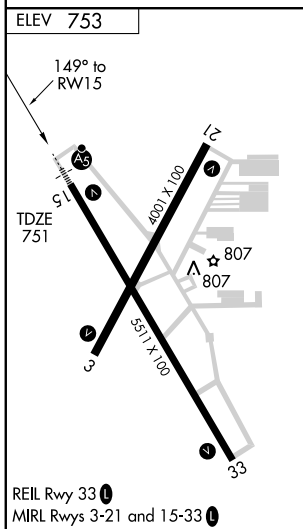
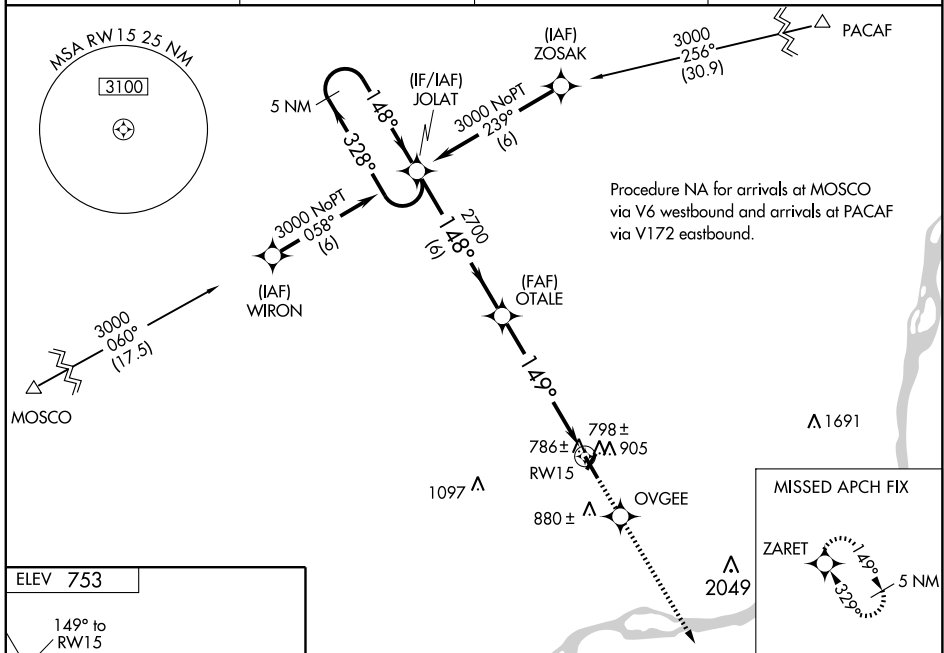
WAAS CH 81821 W15A	APP CRS 149°	Rwy Idg TDZE Apt Elev	5511 751 753
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RNAV (GPS) RWY 15

DAVENPORT MUNI (DVN)

<p>⚠ DME/DME RNP-0.3 NA.</p> <p>⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F).</p> <p>If local altimeter setting not received, use Quad City Intl altimeter setting and increase all DAs/MDAs 60 feet.</p> <p>VDP and Baro-VNAV NA when using Quad City Intl altimeter setting.</p> <p>For inoperative MALSR, increase LPV visibility all Cats. to $\frac{3}{4}$.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 3000 direct OVGEE and via 149° track to ZARET and hold.</p>
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AWOS-3 120.175	QUAD CITY APP CON * 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF) 0
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5 NM Holding Pattern		JOLAT		OTALE		3000 ↑		OVGEE ✦		149° Track ✦		ZARET ✦	
3000 ← 328° GS 3.00° TCH 56 VGSI and RNAV glidepath not coincident.		148° →		148° ↘		2700 ↗		149° ↘		* 1.3 NM to RW15		* LNAV only	
		6 NM		4.6 NM		1.3 NM							
CATEGORY		A		B		C				D			
LPV DA				1001-½		250 (300-½)							
LNAV/ VNAV DA				1111-¾		360 (400-¾)							
LNAV MDA		1200-½		449 (500-½)		1200-¾ 449 (500-¾)				1200-1 449 (500-1)			
CIRCLING		1220-1¼		467 (500-1¼)		1220-1½ 467 (500-1½)				1320-2 567 (600-2)			

VORTAC CVA <u>113.8</u> Chan 85	APP CRS 035°	Rwy Idg TDZE Apt Elev	4001 750 753
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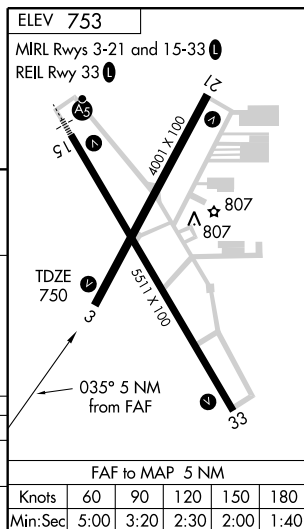
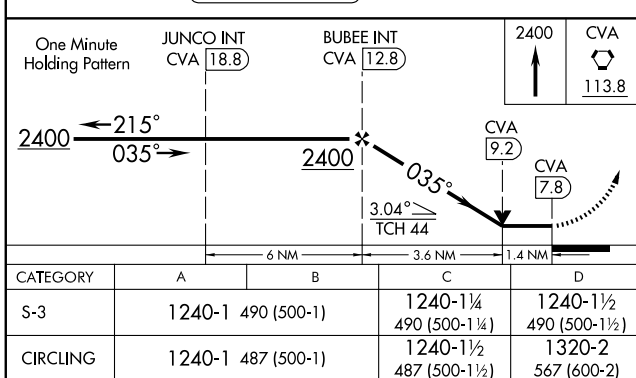
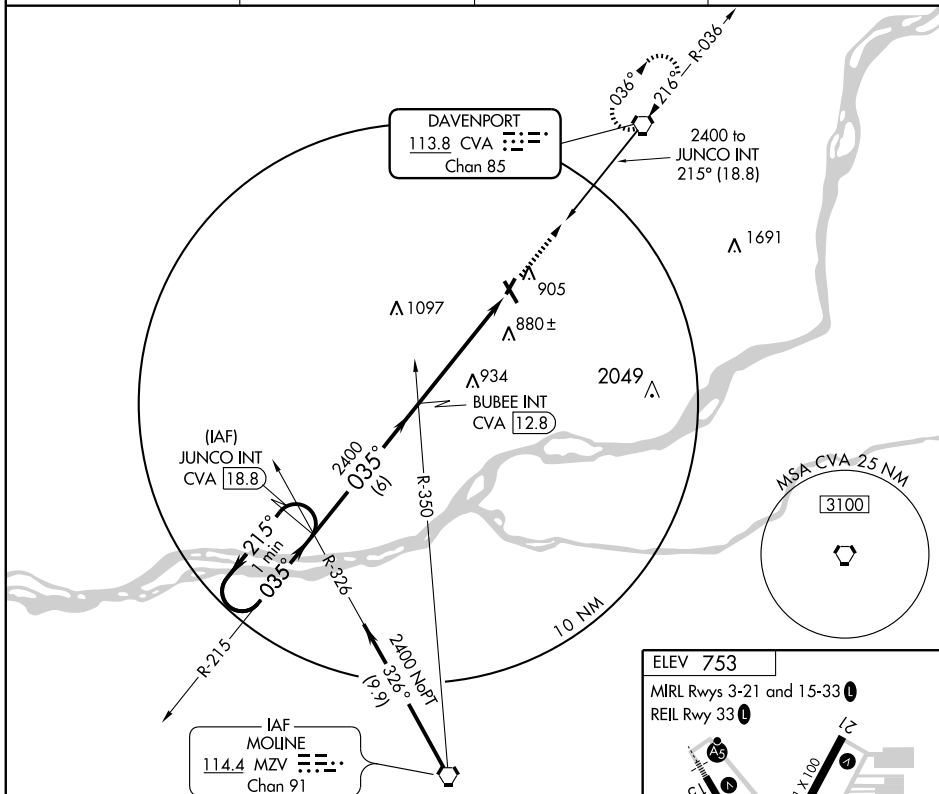
VOR RWY 3
DAVENPORT MUNI (DVN)

T If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.

A VDP NA when using Quad City Intl altimeter setting.

MISSED APPROACH: Climb to 2400 direct CVA VORTAC and hold.

AWOS-3 120.175	QUAD CITY APP CON ★ 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF) 1
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VORTAC CVA	APP CRS	Rwy Idg	4001
113.8	216°	TDZE	750
Chan 85		Apt Elev	753

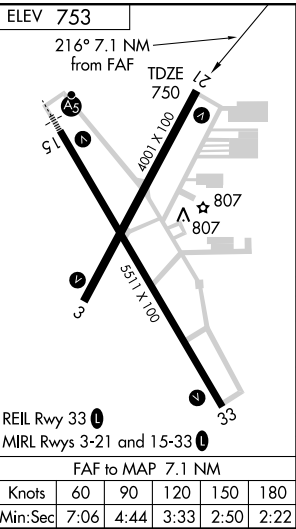
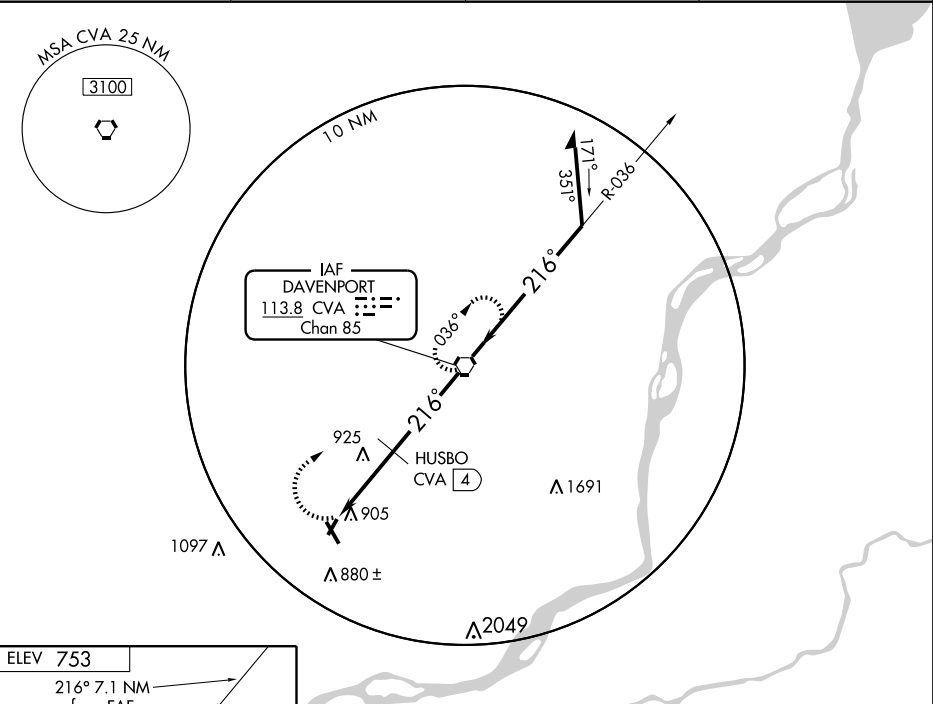
▼

▲

If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 2400 direct CVA VORTAC and hold.

ASOS-3	QUAD CITY APP CON★	CLNC DEL	UNICOM
120.175	125.95 257.8	118.35	123.0 (CTAF) 0



2400

CVA

113.8

2400

CVA

7.1

3.1 NM

4 NM

1240

1240

2400

036°

216°

2400

2400

Remain within 10 NM

CATEGORY	A	B	C	D
S-21	1240-1 490 (500-1)		1240-1¼ 490 (500-1¼)	1240-1½ 490 (500-1½)
CIRCLING	1240-1 487 (500-1)		1240-1½ 487 (500-1½)	1320-2 567 (600-2)
HUSBO FIX MINIMUMS				
S-21	1180-1 430 (500-1)		1180-1¼ 430 (500-1¼)	1180-1½ 430 (500-1½)
CIRCLING	1220-1 467 (500-1)		1220-1½ 467 (500-1½)	1320-2 567 (600-2)

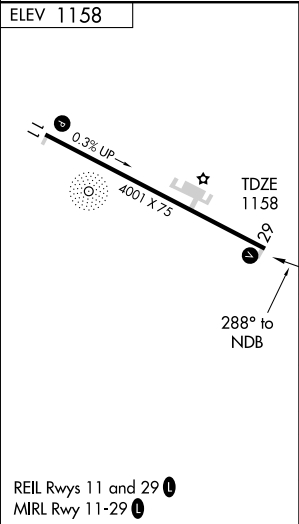
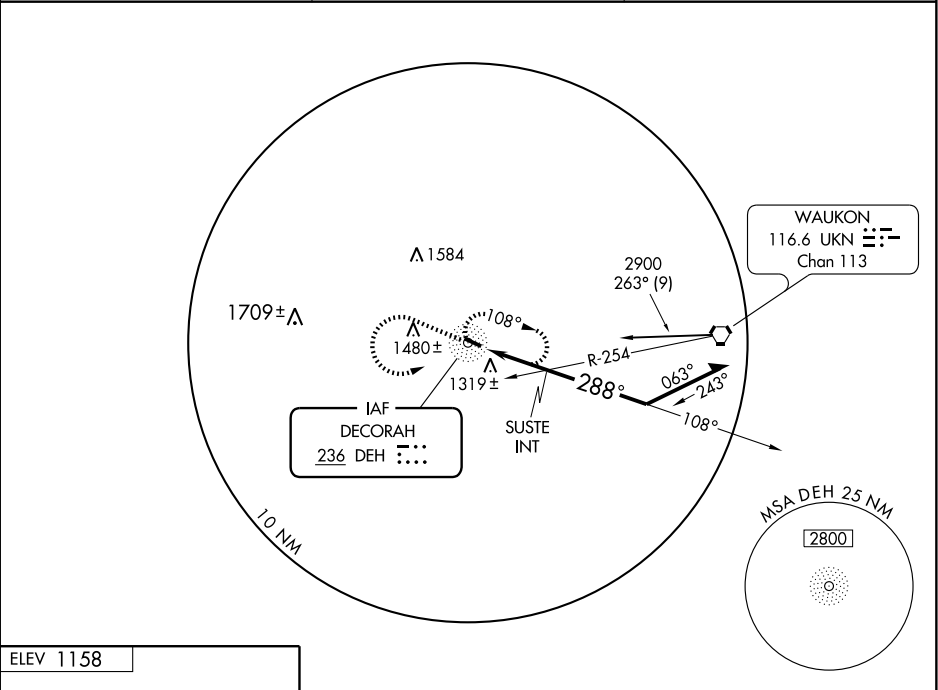
NDB DEH	APP CRS	Rwy Idg	4001
236	288°	TDZE	1158
		Apt Elev	1158

NDB RWY 29
DECORAH MUNI (DEH)

When local altimeter setting not received, use Preston, MN altimeter setting and increase all MDAs 100 feet and Cat. A visibility ¼ mile.

MISSED APPROACH: Climb to 2900 then left turn direct DEH NDB and hold.

AWOS-3 120.925	MINNEAPOLIS CENTER 118.85	UNICOM 122.8 (CTAF)
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2900	DEH 236	NDB	Remain within 10 NM	
<p>* 2060 when using Preston, MN altimeter setting.</p> <p>VGSI and descent angle not coincident.</p> <p>108°</p> <p>SUSTE INT</p> <p>288°</p> <p>2900</p> <p>2.84° TCH 47</p> <p>1960*</p> <p>3 NM</p>				
CATEGORY	A	B	C	D
S-29	1960-1 802 (900-1)	1960-1¼ 802 (900-1¼)	NA	
CIRCLING	1960-1 802 (900-1)	1960-1¼ 802 (900-1¼)	NA	
SUSTE FIX MINIMUMS				
S-29	1780-1	622 (700-1)	NA	
CIRCLING	1780-1	622 (700-1)	NA	

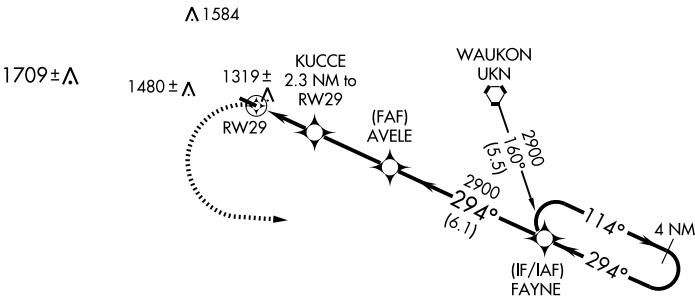
APP CRS	Rwy Idg	4001
294°	TDZE	1158
	Apt Elev	1158

RNAV (GPS) RWY 29
DECORAH MUNI (DEH)

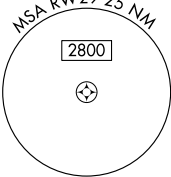
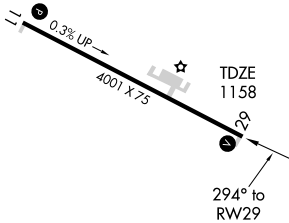
<p>⚠ DME/DME RNP -0.3 NA. ⚠ When local altimeter setting not received, use Preston, MN altimeter setting and increase all MDAs 100 feet. VDP NA when using Preston, MN altimeter setting.</p>	<p>MISSED APPROACH: Climbing left turn to 2900 direct FAYNE and hold.</p>
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AWOS-3 120.925	MINNEAPOLIS CENTER 118.85	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrivals on UKN VORTAC radials 116 CW 216.



ELEV 1158



	2900	FAYNE	VGSI and descent angles not coincident			
			KUCCE 2.3 NM to RW29	AVELE	FAYNE	4 NM Holding Pattern
			1 NM to RW29	≤ 3.04° TCH 40	114° → 2900	← 294°
			RW29	294°	2900	
			1 NM	1.3 NM	3 NM	6.1 NM
CATEGORY	A		B		C	D
LNAB MDA	1580-1		422 (500-1)		NA	
CIRCLING	1620-1		462 (500-1)		NA	

REIL Rwy 11 and 29 **0**
MIRL Rwy 11-29 **0**

VORTAC UKN 116.6 Chan 113	APP CRS 262°	Rwy ldg TDZE Apt Elev	4001 1158 1158
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VOR RWY 29
DECORAH MUNI (DEH)

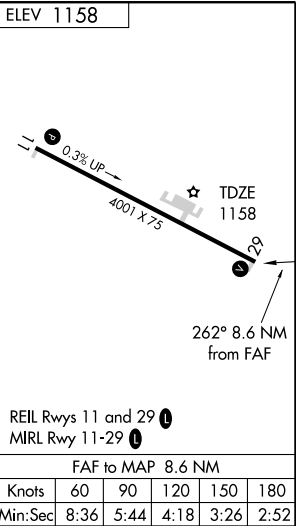
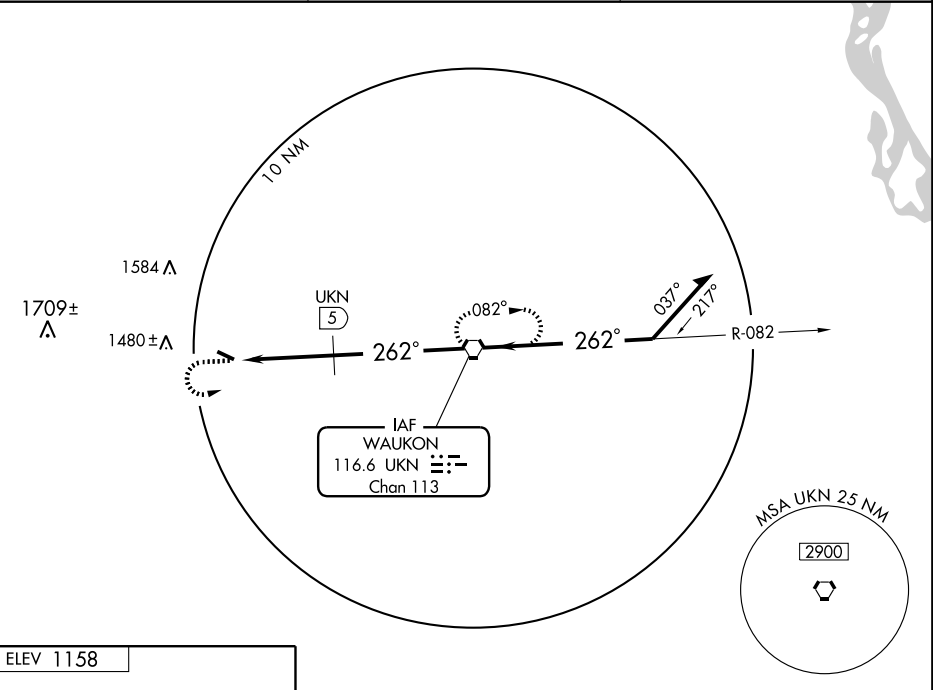






MISSED APPROACH: Climb to 2900 then left turn direct UKN VORTAC and hold.

AWOS-3
120.925

MINNEAPOLIS CENTER
118.85

UNICOM
122.8 (CTAF)



<div>2900</div> <div></div>		<div>UKN</div> <div></div> <div>116.6</div>	<div>VORTAC</div> <div></div>		
<div>UKN</div> <div></div> <div>8.6</div>		<div>UKN</div> <div></div> <div>5</div>	<div>3.6 NM</div> <div>5 NM</div>		
CATEGORY	A	B	C	D	
S-29	1780-1	622 (700-1)	NA		
CIRCLING	1780-1	622 (700-1)	NA		
DME MINIMUMS					
S-29	1580-1	422 (500-1)	NA		
CIRCLING	1620-1	462 (500-1)	NA		

AL-5458 (FAA)

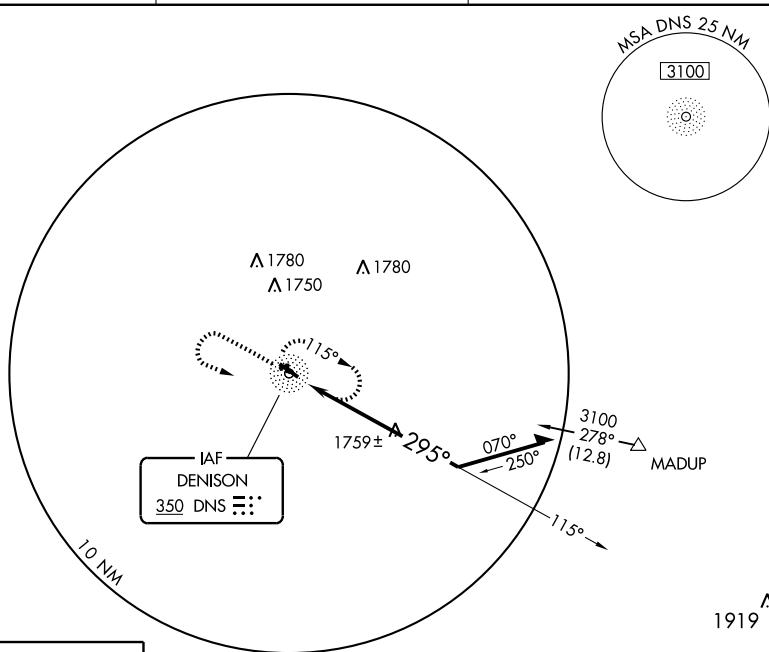
NDB DNS <u>350</u>	APP CRS 295°	Rwy Idg TDZE Apt Elev	5000 1266 1274
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NDB RWY 30
DENISON MUNI (DNS)

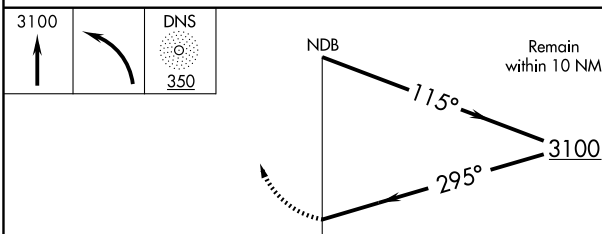
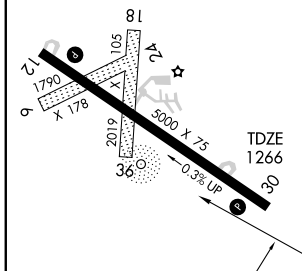
T Visibility reduction by helicopters NA.
When local altimeter setting not received, use Carroll altimeter setting and increase all MDA 80 feet and S-30/Circling Cat A and C visibility ¼ mile.

MISSED APPROACH: Climb to 3100 then left turn direct DNS NDB and hold.

AWOS-3 119.95	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF) 0
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ELEV 1274



CATEGORY	A	B	C	D
S-30	2120-1 854 (900-1)	2120-1¼ 854 (900-1¼)	2120-2½ 854 (900-2½)	NA
CIRCLING	2120-1 846 (900-1)	2120-1¼ 846 (900-1¼)	2120-2½ 846 (900-2½)	NA

MIRL Rwy 12-30 **L**
REIL Rwy 12 and 30 **L**

NC-3, 17 DEC 2009 to 14 JAN 2010

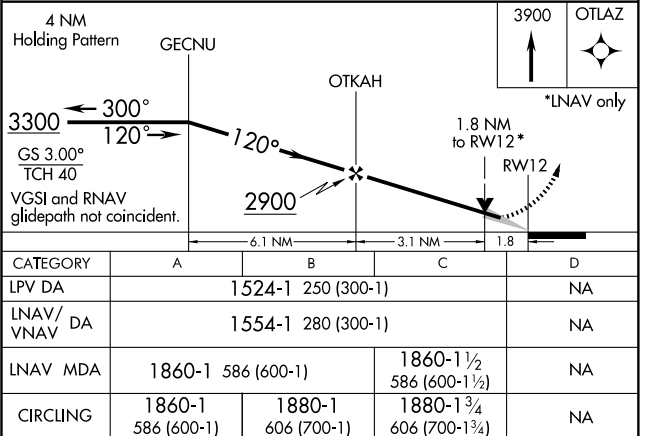
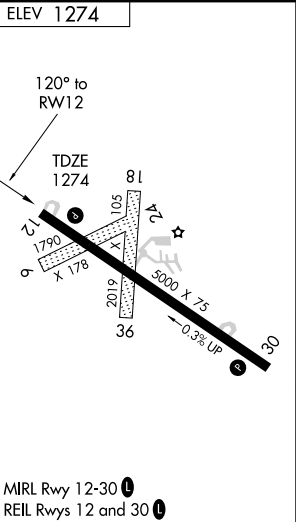
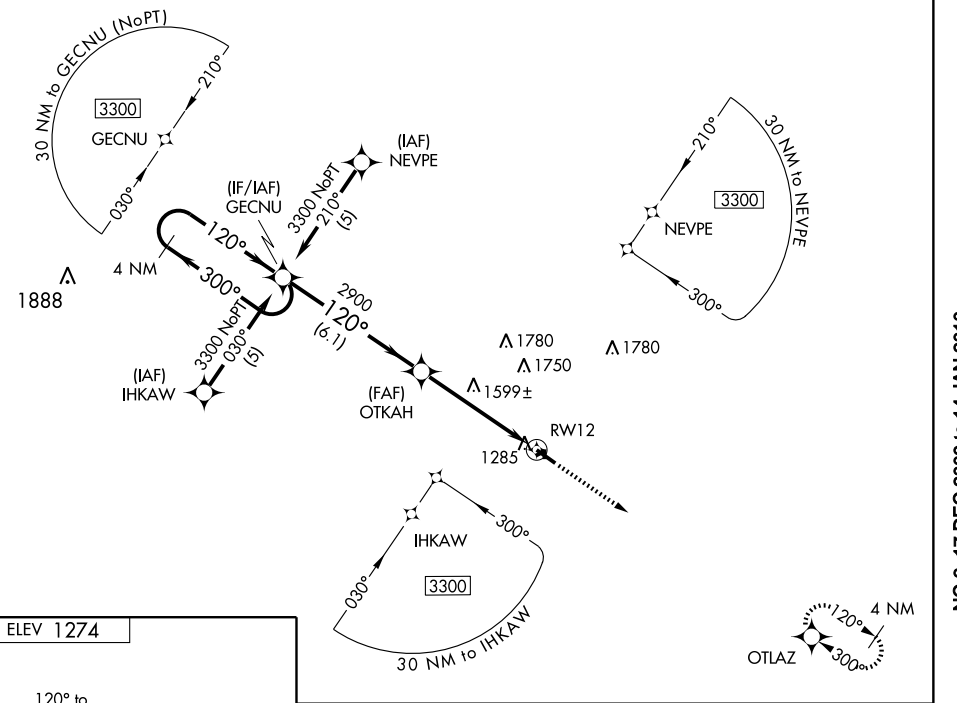
DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

BARO-VNAV and VDP NA when using Carroll altimeter setting.

When local altimeter setting not received, use Carroll altimeter setting and increase all DA 72 feet and all MDA 80 feet. Increase LPV visibility ¼ mile all Cats, LNAV/VNAV ¼ mile all Cats, LNAV Cat C ¼ mile, and circling Cat C ¼ mile.

MISSED APPROACH: Climb to 3900 direct OTLAZ and hold.

AWOS-3 119.95	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF) 1
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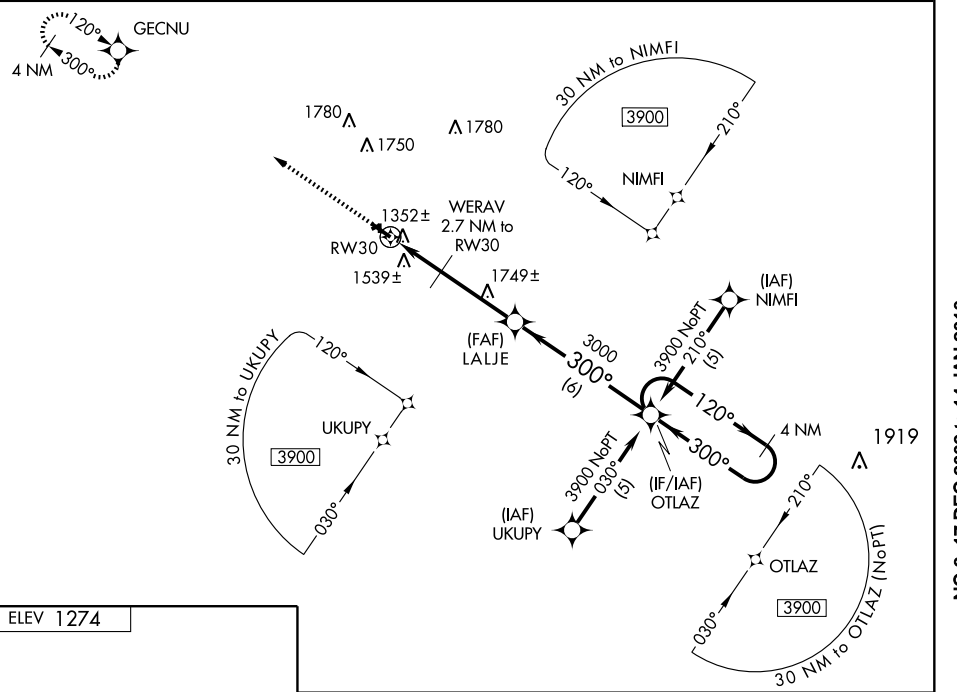


NC-3, 17 DEC 2009 to 14 JAN 2010

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Carroll altimeter setting and increase all DA 72 feet and all MDA 80 feet. Increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C ¼ mile, and circling Cat C ¼ mile. BARO-VNAV NA when using Carroll altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 3300 direct GECNU and hold.

AWOS-3 119.95	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF)
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ELEV 1274

MIRL Rwy 12-30
REIL Rwys 12 and 30

3300

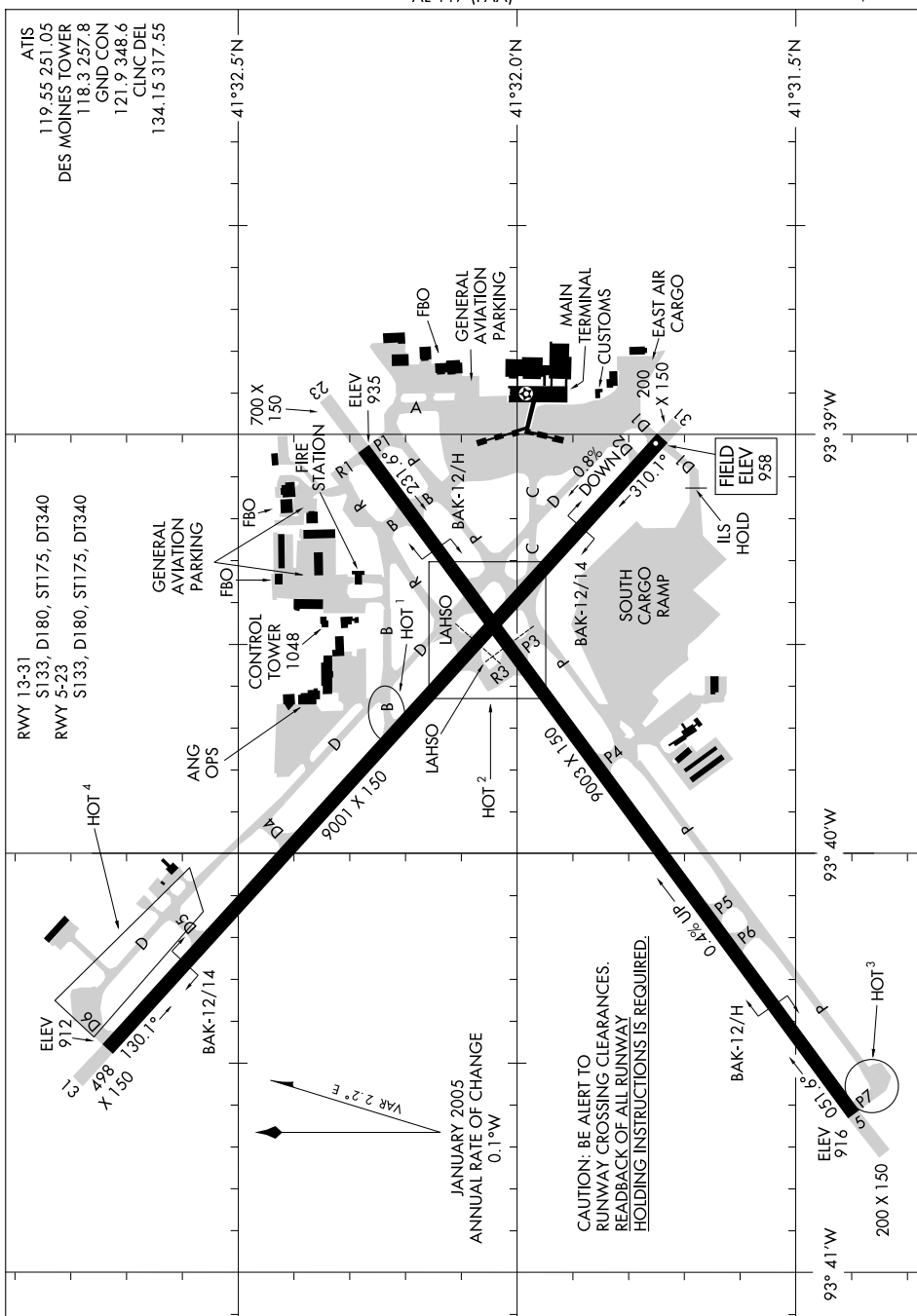
*RNAV only

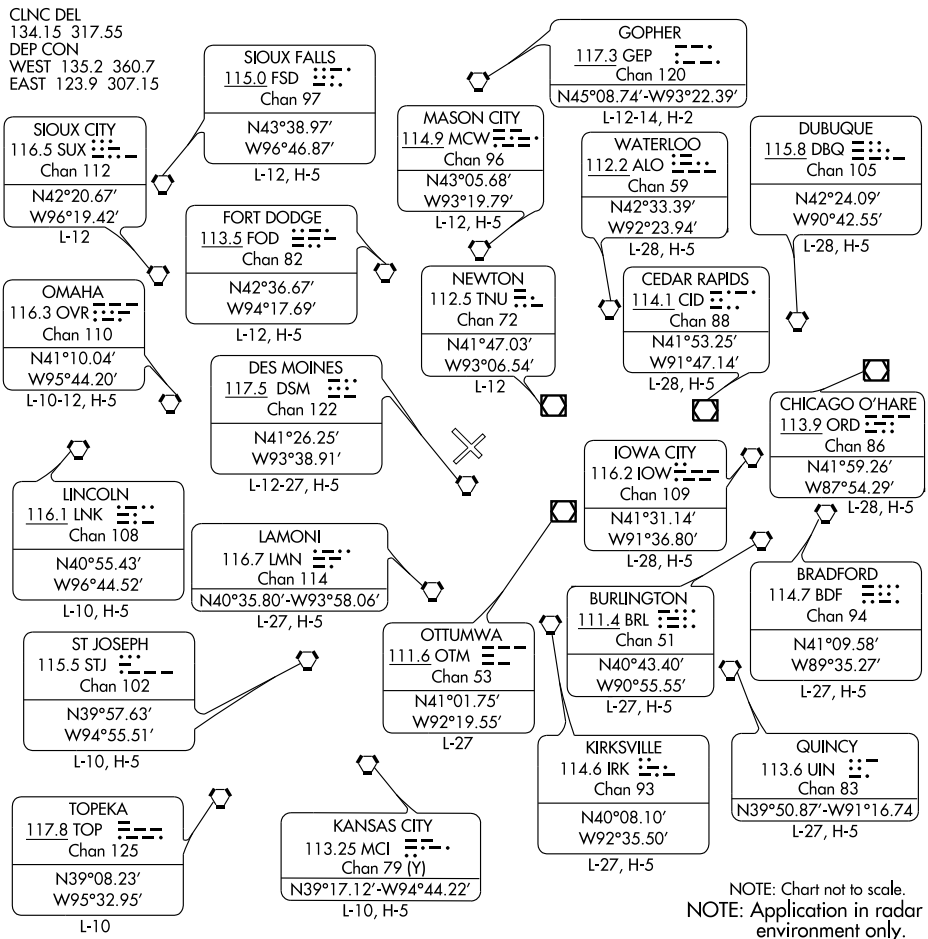
CATEGORY	A	B	C	D
LPV DA	1551-1 285 (300-1)			NA
LNAV/VNAV DA	1853-2 587 (600-2)			NA
LNAV MDA	1800-1 534 (600-1)		1800-1 ½ 534 (600-1 ½)	NA
CIRCLING	1840-1 566 (600-1)	1880-1 606 (700-1)	1880-1 ¾ 606 (700-1 ¾)	NA

NC-3. 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

AL-117 (FAA)

DES MOINES INTL (DSM)
DES MOINES, IOWA



▼

DEPARTURE ROUTE DESCRIPTION

Maintain runway heading; expect vector to assigned route/fix. Maintain 5000' or assigned lower altitude. Expect clearance to filed altitude 10 minutes after departure.

NC-3, 17 DEC 2009 to 14 JAN 2010

LOC I-DSM 110.3 Chan 40	APCH CRS 309°	Rwy Idg TDZE Arpt Elev 9001 957 957
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JAL-117 [USAF]

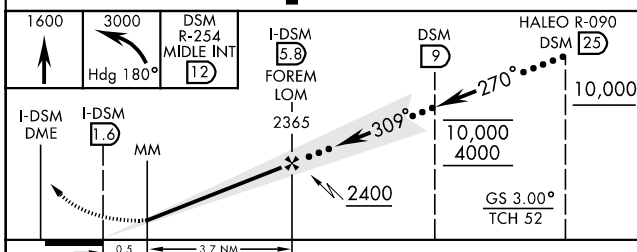
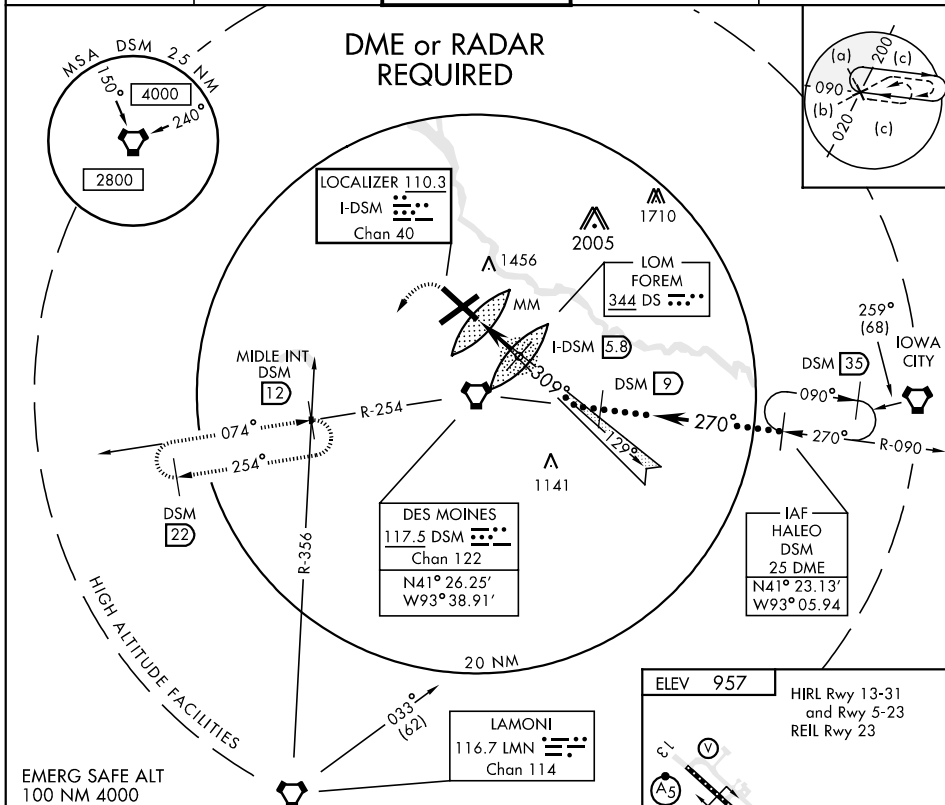
DES MOINES INTL (KDSM)

NOTE: Use I-DSM DME while on the LOC course.
 * When ALS inop, increase S-ILS CAT E RVR to 40 and vis to ¾ miles, S-LOC CAT E vis to 1¼ miles.

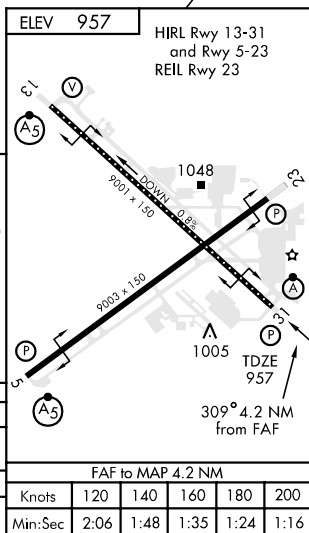


MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDDLE INT/DSM 12 DME and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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CATEGORY	C	D	E
S-ILS 31 *	1157/18 200 (200-½)	1157/24 200 (200-½)	
S-LOC 31 *	1320/40 363 (400-¾)		
CIRCLING	1420-1½ 463 (500-1½)	1520-2 563 (600-2)	1760-2¾ 803 (900-2¾)



LOC/DME I-DWW	APP CRS	Rwy Idg	9003
111.5	051°	TDZE	931
Chan 52		Apt Elev	957

ILS or LOC RWY 5

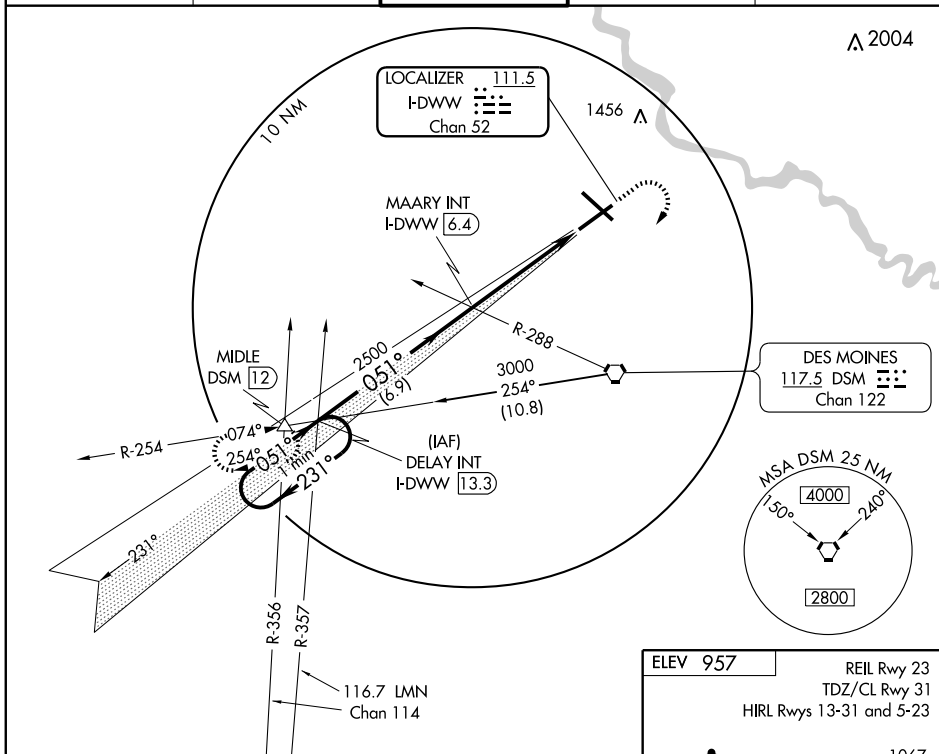
DES MOINES INTL (DSM)

V * VIS CAT A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

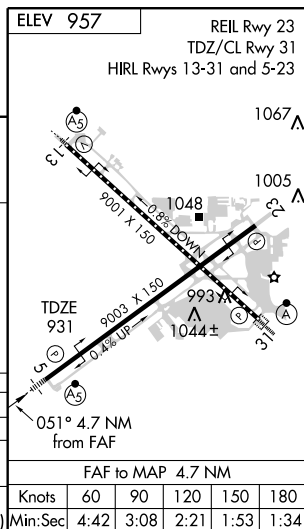


MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct DSM VORTAC, then via DSM R-254 to MIDDLE Int/DSM 12 DME and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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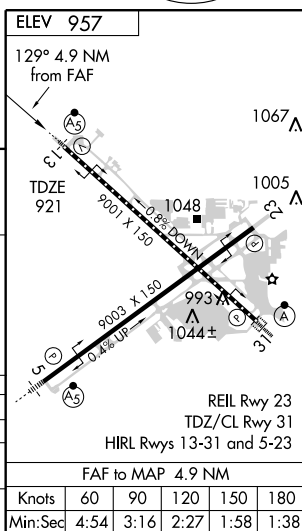
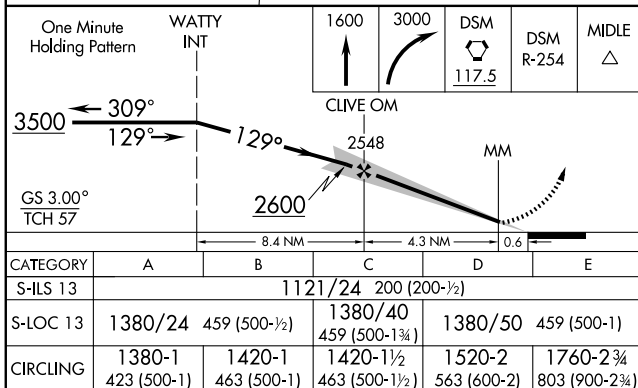
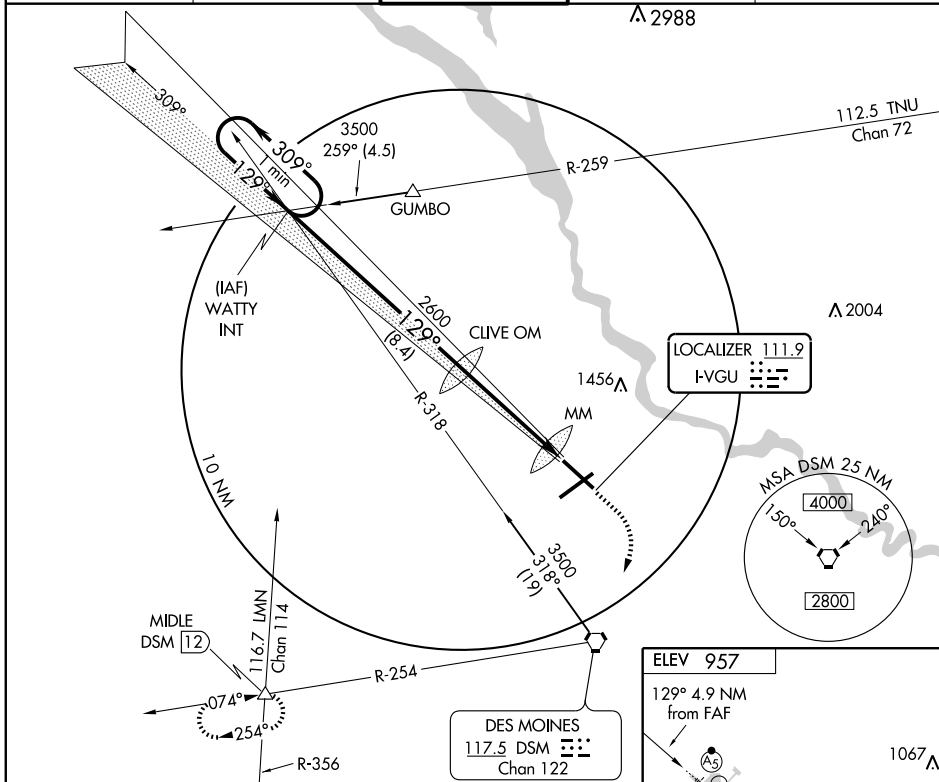
One Minute Holding Pattern	1600	3000	DSM	DSM	MIDDLE
DELAY INT I-DWW 13.3	↑	↷	117.5	R-254	Δ
3000 ← 231°					
051° →					
GS 3.00°					
TCH 55					
	6.9 NM	4.7 NM			
CATEGORY	A	B	C	D	E
S-ILS 5	* 1131/24 200 (200-½)				
S-LOC 5	1360/24	429 (500-½)	1360/40	1360/50	429 (500-1)
			429 (500-¾)		
CIRCLING	1380-1	1420-1	1420-1½	1520-2	1760-2¾
	423 (500-1)	463 (500-1)	463 (500-1½)	563 (600-2)	803 (900-2¾)



LOC I-VGU <u>111.9</u>	APP CRS 129°	Rwy Idg TDZE Apt Elev	9001 921 957
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ILS or LOC RWY 13
DES MOINES INTL (DSM)

 For inoperative MALSR increase Cat. E visibility to RVR 4000.		 MALSR		MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct DSM VORTAC then via DSM R-254 to MIDDLE Int/DSM 12 DME and hold.	
ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55	



LOC/DME I-DSM	APP CRS	Rwy Idg	9001
110.3	309°	TDZE	957
Chan 40		Apt Elev	957

▼

▲

For inoperative ALSF increase Cat. E visibility to RVR 4000.

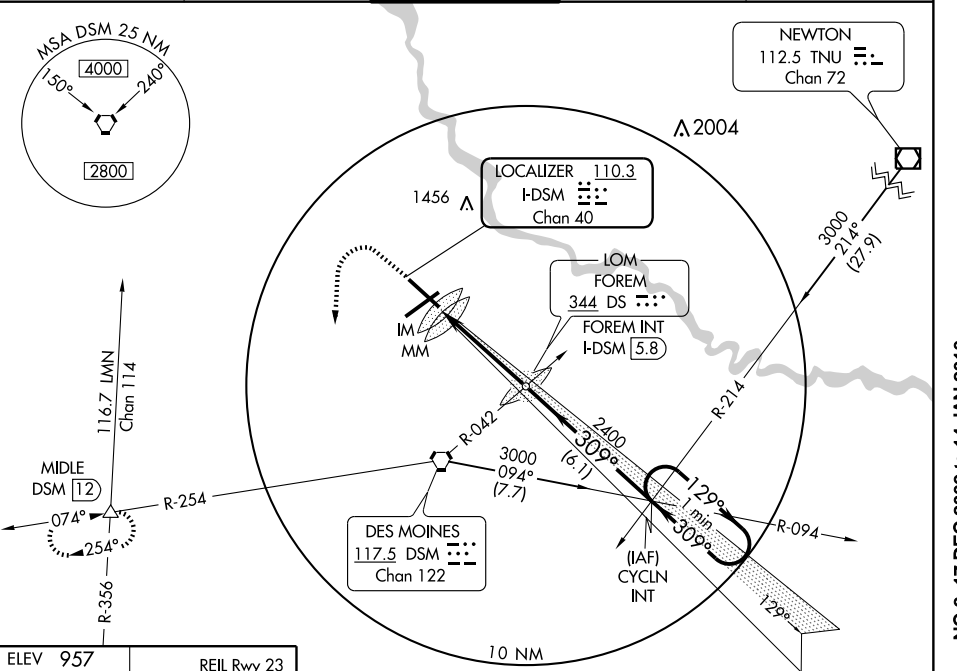
ALSF-2

▲

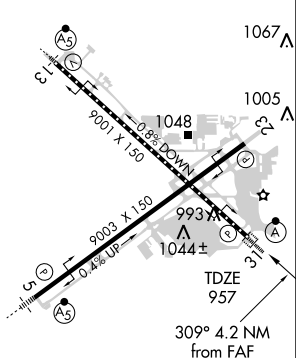
■

MISSED APPROACH: Climb to 1600, then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDDLE Int/DSM 12 DME and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55



ELEV 957	REIL Rwy 23
	TDZ/CL Rwy 31
	HIRL Rwy 13-31 and 5-23

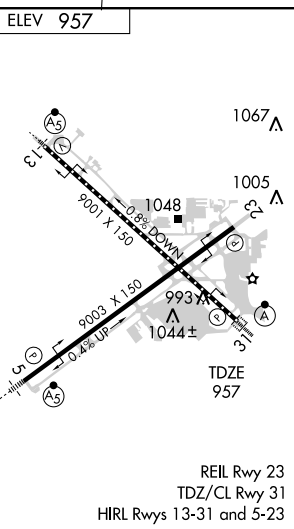
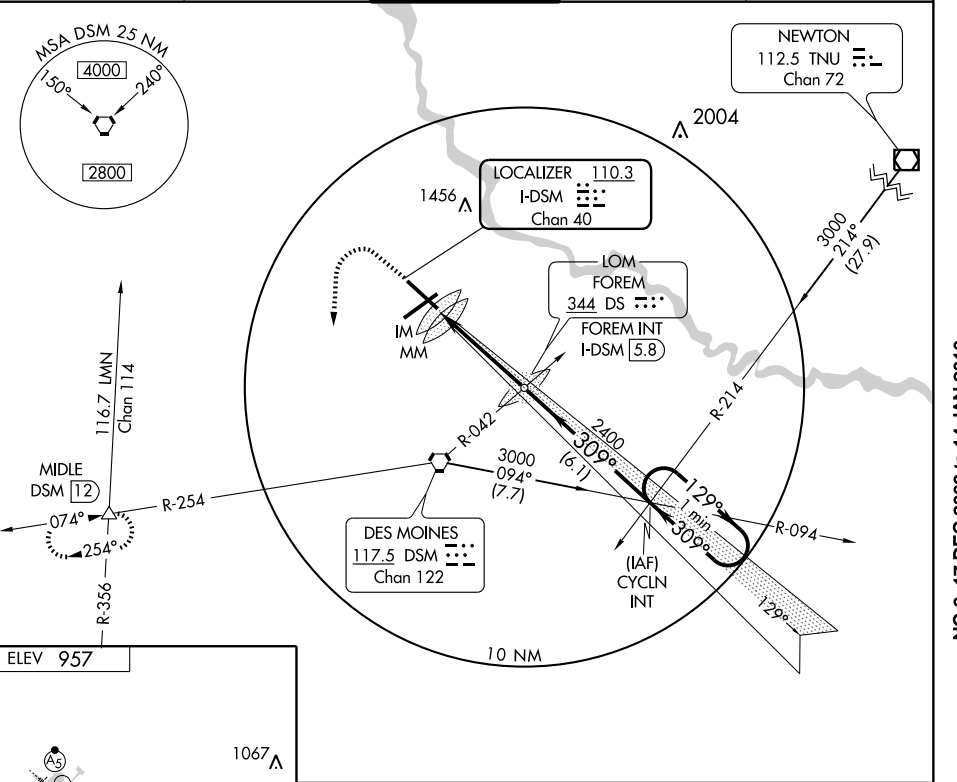


FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24
CATEGORY	A				E
S-ILS 31	1157/18 200 (200-½)				1157/24 200 (200-½)
S-LOC 31	1320/24 363 (400-½)				1320/40 363 (400-¾)
CIRCLING	1380-1 423 (500-1)	1420-1 463 (500-1)	1420-1½ 463 (500-1½)	1520-2 563 (600-2)	1760-2¾ 803 (900-2¾)

ALS-F-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDDLE Int/DSM 12 DME and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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1600	3000	DSM R-254 117.5	MIDDLE	FOREM LOM/INT I-DSM 5.8	CYCLN INT	One Minute Holding Pattern
CATEGORY	A					
S-ILS 31	RA 101/12 100 DA 1057					

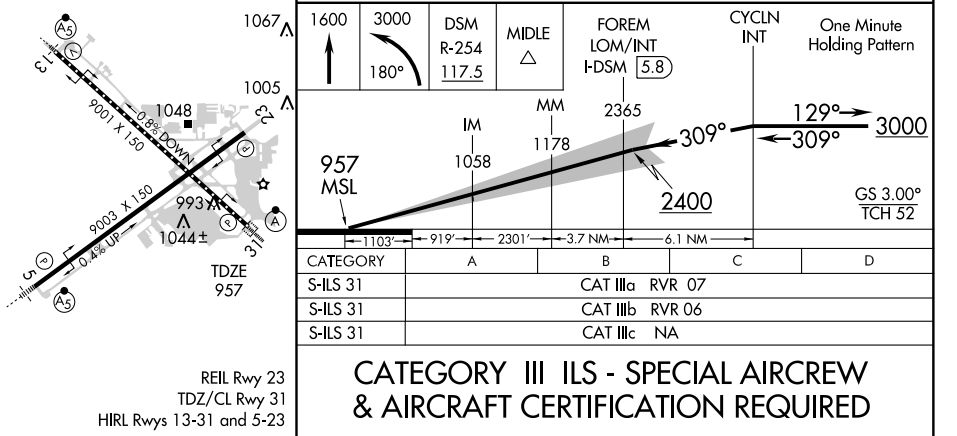
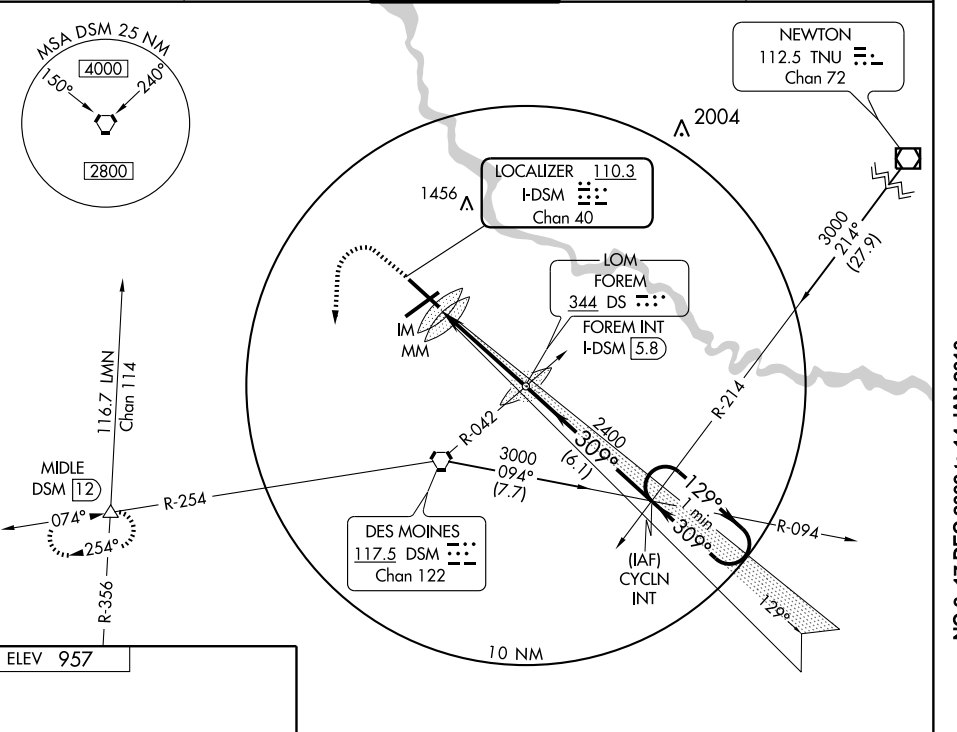
CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 17 DEC 2009 to 14 JAN 2010

ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDDLE Int/DSM 12 DME and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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NC-3. 17 DEC 2009 to 14 JAN 2010

WAAS CH 69202 W05A	APP CRS 051°	Rwy Idg TDZE 931 Apt Elev 958
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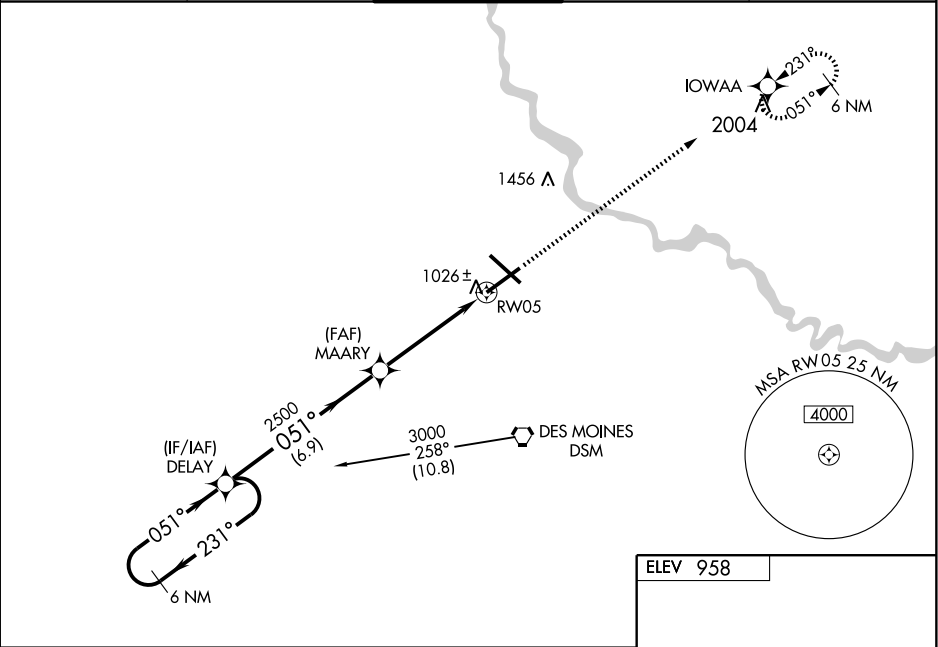
RNAV (GPS) RWY 5
DES MOINES INTL (DSM)

T DME/DME RNP-0.3 NA.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (116°F).
If local altimeter setting not received, use Ankeny Rgnl altimeter setting and increase all DAs/MDAs 40 feet.
Baro-VNAV and VDP NA when using Ankeny Rgnl altimeter setting.
For inoperative MALSR, increase LPV all Cats. visibility to RVR 5000 and LNAV/VNAV all Cats. visibility to RVR 6000 and LNAV Cat. D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 3100 direct IOWAA and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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6 NM Holding Pattern

DELAY

3000 ← 231° / 051° →

GS 3.00° TCH 55

MAARY

* 1 NM to RW05

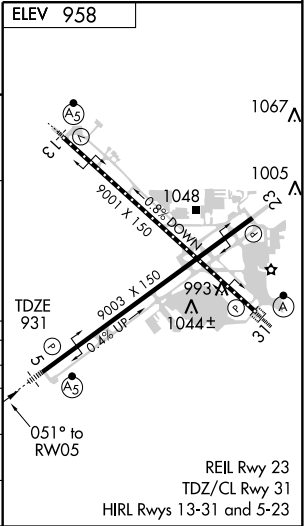
* LNAV only

RW05

2500

6.9 NM | 3.7 NM | 1 NM

CATEGORY	A	B	C	D
LPV DA		1188/24	257 (300-½)	
LNAV/VNAV DA		1276/40	345 (400-¾)	
LNAV MDA		1280/24	349 (400-½)	1280/50 349 (400-1)
CIRCLING	1380-1¼ 422 (500-1¼)	1420-1¼ 462 (500-1¼)	1420-1½ 462 (500-1½)	1520-2 562 (600-2)



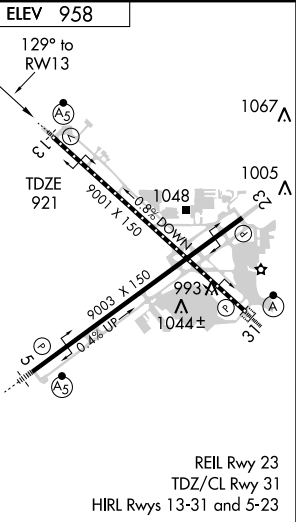
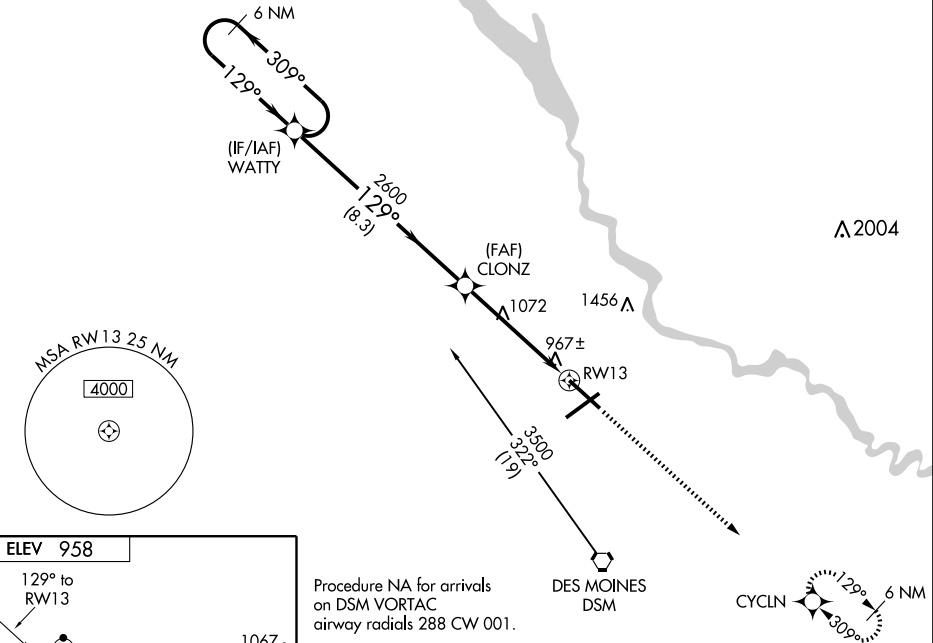
WAAS CH 72602 W13A	APP CRS 129°	Rwy Idg TDZE Apt Elev	9001 921 958
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⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (116°F). DME/DME RNP-0.3 NA.
⚠ VDP and Baro-VNAV NA when using Ankeny Rgnl altimeter setting. When local altimeter setting not received, use Ankeny Rgnl altimeter setting and increase all DA/MDA 40 feet, and increase LNAV/VNAV Cats A, B and C visibility to RVR 4000.
For inoperative MALSR, increase LNAV/VNAV Cat D visibility to RVR 5000.
For inoperative MALSR, when using Ankeny Rgnl altimeter setting increase LPV all Cats visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 3000 direct CYCLIN and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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Procedure NA for arrivals on DSM VORTAC airway radials 288 CW 001.

DES MOINES DSM

6 NM Holding Pattern

WATY

CLONZ

3500

2600

3000

CYCLIN

129°

309°

129°

309°

8.3 NM

3.8 NM

1.3 NM

GS 3.00° TCH 56

*** 1.3 NM to RW13**

*** LNAV only**

CATEGORY	A	B	C	D
LPV DA	1171/24 250 (300-1/2)			
LNAV/VNAV DA	1242/24 321 (300-1/2)			1242/40 321 (300-3/4)
LNAV MDA	1380/24 459 (500-1/2)	1380/40 459 (500-3/4)		1380/50 459 (500-1)
CIRCLING	1380-1 422 (500-1)	1420-1 462 (500-1)	1420-1 1/2 462 (500-1 1/2)	1520-2 562 (600-2)

REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rwy 13-31 and 5-23

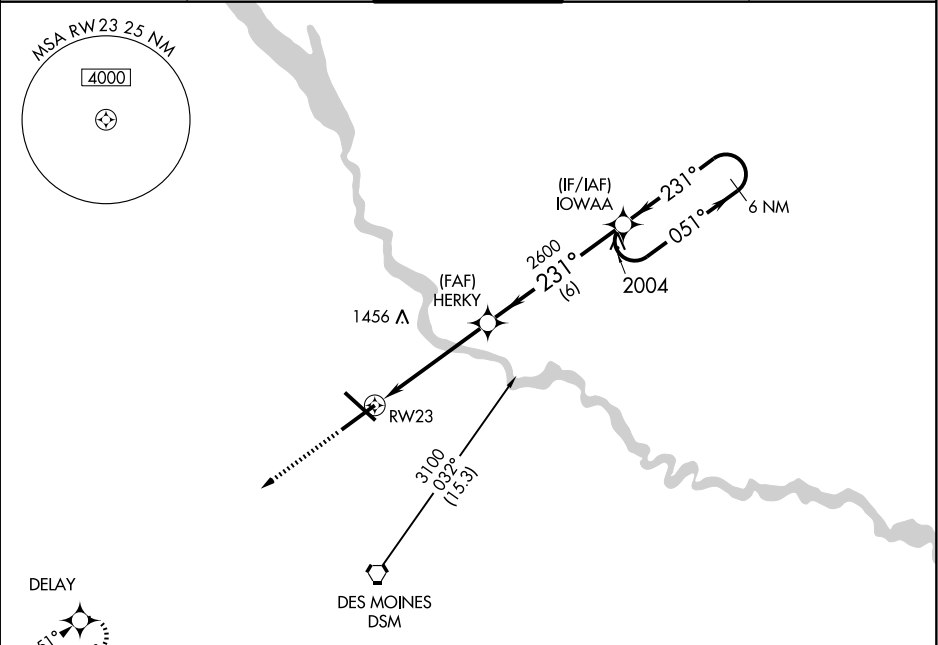
APP CRS 231°	Rwy Idg 9003 TDZE 939 Apt Elev 957
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RNAV (GPS) RWY 23

DES MOINES INTL (DSM)

T GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. A NA When VGSI inoperative procedure NA at night.	MISSED APPROACH: Climb to 3000 direct DELAY WP and hold.
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ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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ELEV 957

3000	DELAY	IOWAA 6 NM Holding Pattern			
RW23		HERKY	IOWAA		3100
5 NM		6 NM	051° → 3100		
3.04° TCH 50		231° ← 2600			
VGSI and descent angles not coincident.					
CATEGORY	A	B	C	D	
RNAV MDA	1540-1	601 (600-1)	1540-1¾ 601 (600-1¾)	1540-2 601 (600-2)	
CIRCLING	1540-1	583 (600-1)	1540-1¾ 583 (600-1¾)	1540-2 583 (600-2)	

REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rwy 13-31 and 5-23

WAAS CH 78002 W31A	APP CRS 309°	Rwy Idg TDZE Apt Elev 9001 958 958
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RNAV (GPS) RWY 31
DES MOINES INTL (DSM)

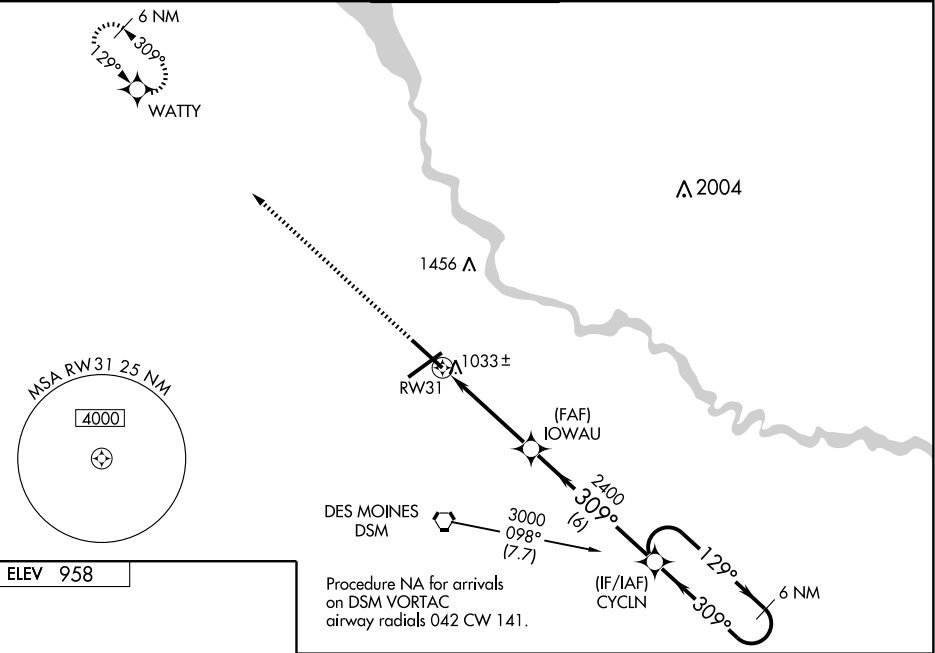
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
VDP and Baro-VNAV NA when using Ankeny Rgnl altimeter setting.
When local altimeter setting not received, use Ankeny Rgnl altimeter setting and increase all DA/MDA 40 feet.
For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000.
For inoperative ALSF, when using Ankeny Rgnl altimeter setting increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000.

ALSF-2

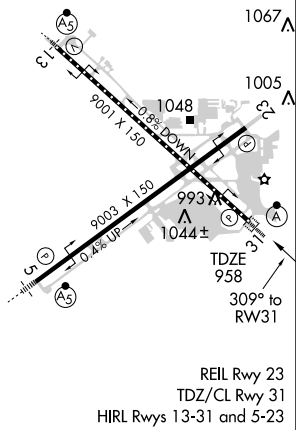


MISSED APPROACH: Climb to 3500 direct WATTY and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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ELEV 958



3500	WATTY	VGSI and RNAV glidepath not coincident.				CYCLIN	6 NM Holding Pattern
*LNAV only	*0.9 NM to RW31	IOWAU	129° → 3000				GS 3.00° TCH 52
RW31		0.9 NM	3.4 NM	6 NM			
CATEGORY	A		B		C		D
LPV DA			1208/24		250 (300-½)		
LNAV/VNAV DA			1299/40		341 (400-¾)		
LNAV MDA			1300/24		342 (400-½)		1300/50 342 (400-1)
CIRCLING	1380-1 422 (500-1)		1420-1 462 (500-1)		1420-1½ 462 (500-1½)		1520-2 562 (600-2)

VOR/DME TNU	APP CRS	Rwy Idg	9003
112.5	236°	TDZE	939
Chan 72		Apt Elev	957

VOR/DME RWY 23

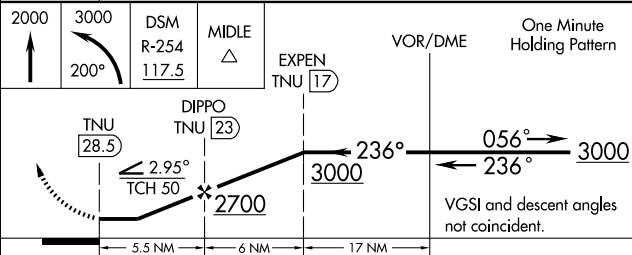
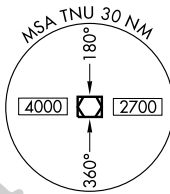
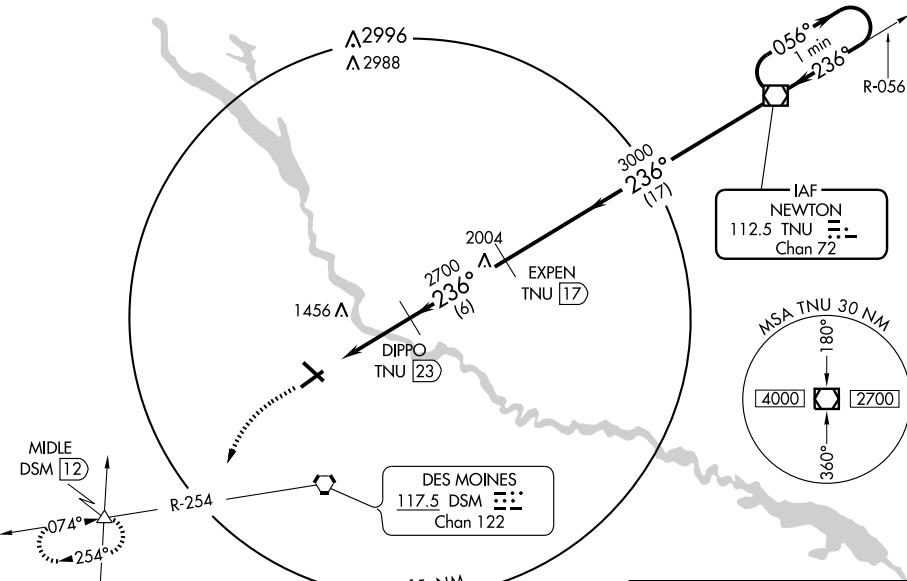
DES MOINES INTL (DSM)

▼ When VGSI inoperative, procedure NA at night.
▲

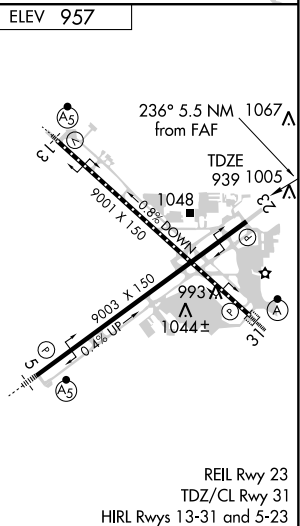
MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via heading 200° and DSM VORTAC R-254 to MIDDLE Int/DSM 12 DME and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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NoPT for arrivals on TNU VOR/DME airway radials 031 clockwise to 081.



CATEGORY	A	B	C	D
S-23	1720-1 781 (800-1)	1720-1¼ 781 (800-1¼)	1720-2¼ 781 (800-2¼)	1720-2½ 781 (800-2½)
CIRCLING	1720-1 763 (800-1)	1720-1¼ 763 (800-1¼)	1720-2¼ 763 (800-2¼)	1720-2½ 763 (800-2½)



REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rwy 13-31 and 5-23

AIRPORT DIAGRAM

AL-923 (FAA)

DUBUQUE RGNL (DBQ)
DUBUQUE, IOWA

ATIS
127.25
DUBUQUE TOWER ★
119.5 254.4
GND CON
121.8

D

FIELD
ELEV
1077

RWY 13-31
S75, D125, ST159, DT215
RWY 18-36
S75, D173, ST175, DT275

81 ELEV 1073

42°24.5'N

HANGARS

CONTROL
TOWER
1138

TERMINAL

FBO

FIRE STATION/
MAINTENANCE

LAHSO

LAHSO

6327 X 150

6502 X 100

42°24'N

315.4°

ELEV
1062

ELEV
1033

0.6% UP

0.00.3°

36

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W

42°23.5'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

90°43'W

90°42'W

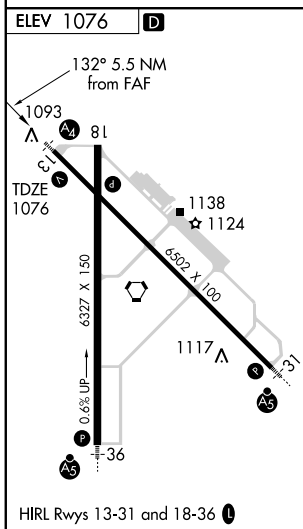
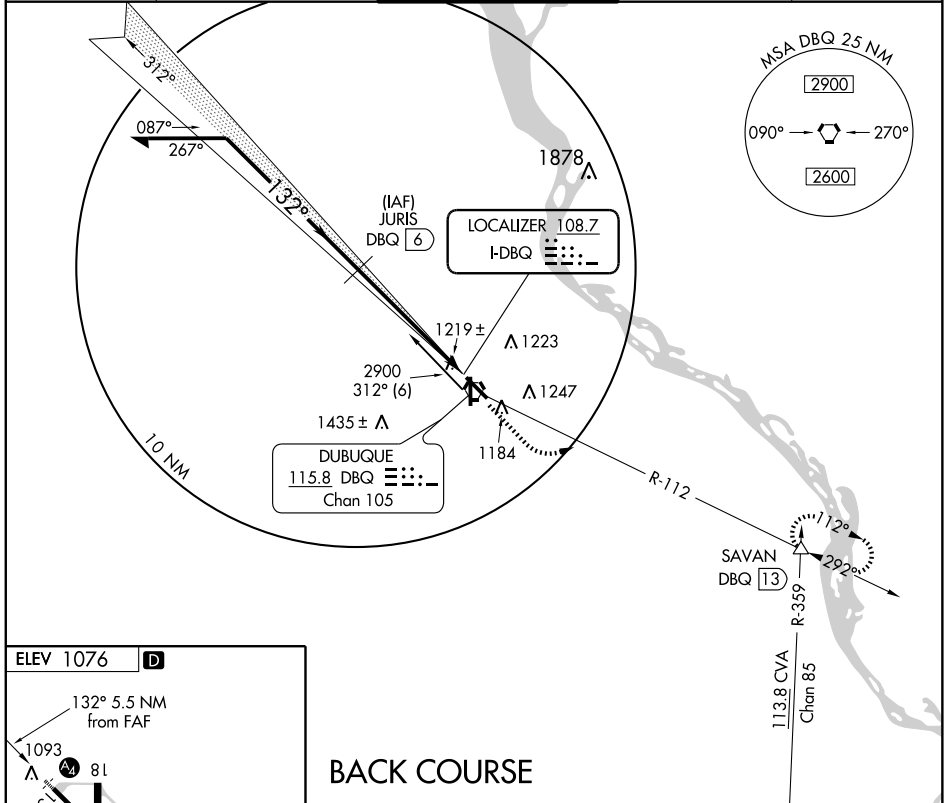
NC-3, 17 DEC 2009 to 14 JAN 2010

LOC I-DBQ 108.7	APP CRS 132°	Rwy Idg TDZE Apt Elev	6502 1076 1076
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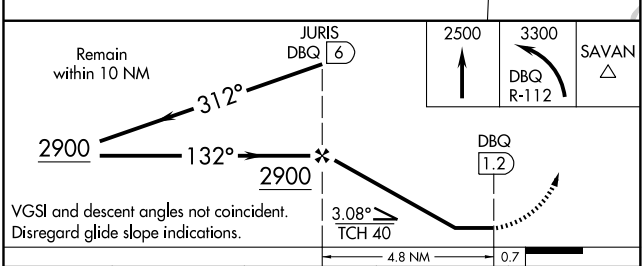
LOC/DME BC RWY 13 DUBUQUE RGNL (DBQ)

▼ DME from DBQ VORTAC. Simultaneous reception of I-DBQ and DBQ DME required. Inoperative table does not apply to S-13 Cat. C.	MAIS -≡- 24	MISSED APPROACH: Climb to 2500, then climbing left turn to 3300 via DBQ R-112 to SAVAN Int/13 DME and hold.
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ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 254.4	GND CON 121.8	UNICOM 122.95
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BACK COURSE



CATEGORY	A	B	C	D
S-13	1480-3/4 404 (500-3/4)		1480-1 404 (500-1 1/4)	
CIRCLING	1580-1 504 (600-1)		1580-1 1/2 504 (600-1 1/2)	1640-2 564 (600-2)

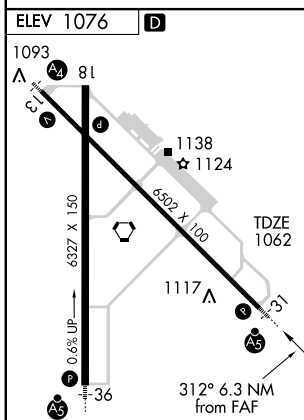
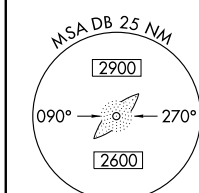
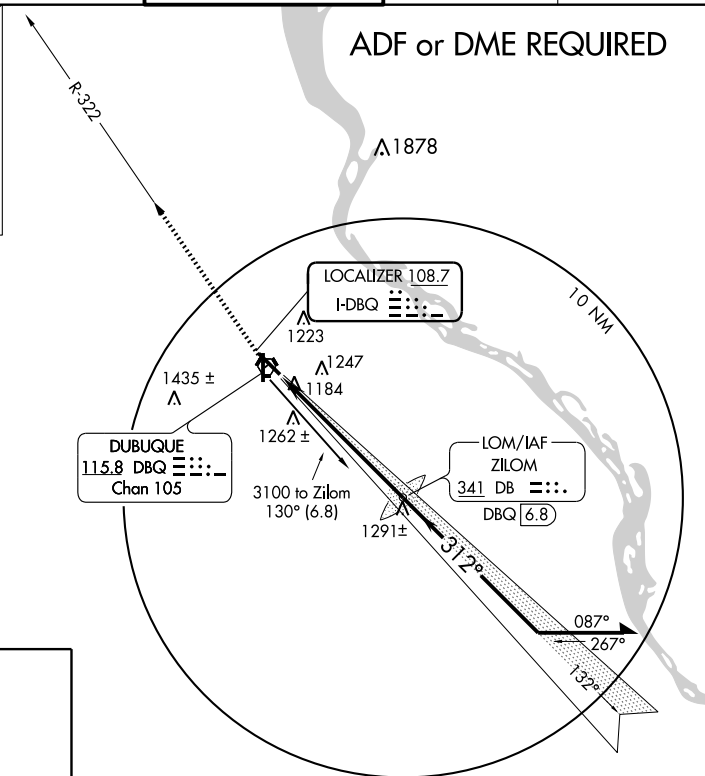
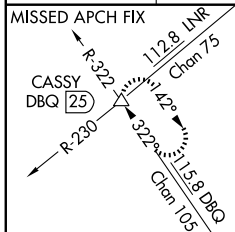
LOC I-DBQ 108.7	APP CRS 312°	Rwy Idg TDZE Apt Elev	6302 1062 1076
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LOC RWY 31

DUBUQUE RGNL (DBQ)

<p>NA</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 3300 via DBQ R-322 to CASSY Int/DBQ 25 DME and hold.</p>
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ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 254.4	GND CON 121.8	UNICOM 122.95
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FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

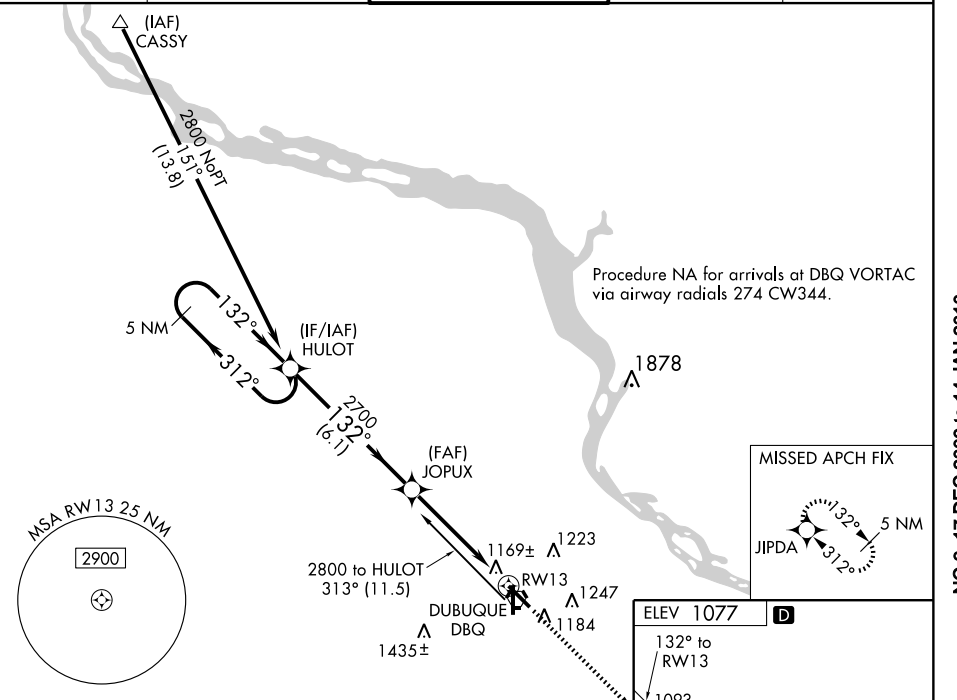
CATEGORY	A	B	C	D
S-31	1540-½ 478 (500-½)	1540-¾ 478 (500-¾)	1540-1 478 (500-1)	1540-1 478 (500-1)
CIRCLING	1580-1 504 (600-1)	1580-1 504 (600-1)	1580-1½ 504 (600-1½)	1640-2 564 (600-2)

⚠ Inoperative table does not apply to LPV and LNAV/VNAV.
⚠ Baro-VNAV NA when using Monticello altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (116°F).
DME/DME RNP-0.3 NA. VDP NA when using Monticello altimeter setting.
If local altimeter setting not received, use Monticello altimeter setting and increase all DAs/MDAs 100 feet.

MALS

MISSED APPROACH: Climb to 3100 direct JIPDA and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER★ 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
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5 NM Holding Pattern

HULOT

VGSI and RNAV glidepath not coincident.

3100 JIPDA

2800 ← 312°

132° →

132°

2700

JOPUX

6.1 NM

3.9 NM

1 NM

RW13

GS 3.00°

TCH 50

*LNAV only

*1 NM to RW13

CATEGORY	A	B	C	D
LPV DA	1393-1 316 (400-1)			
LNAV/VNAV DA	1574-1¾ 497 (500-1¾)			
LNAV MDA	1420-¾ 343 (400-¾)		1420-1¼ 343 (400-1¼)	
CIRCLING	1580-1¾ 503 (600-1¾)		1640-2 563 (600-2)	

ELEV 1077

D

132° to RW13

1093

81

TDZE 1077

1138

1124

6502 X 100

1117

137

0.6% UP


6327 X 150

36

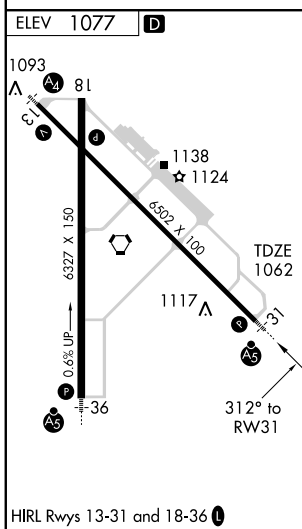
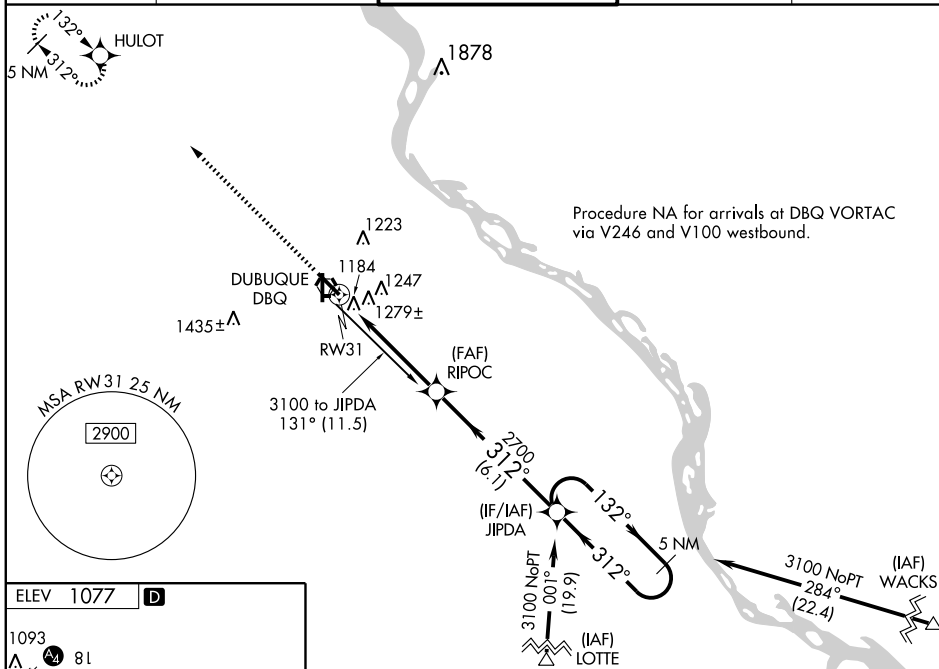
HIRL Rwy 13-31 and 18-36

WAAS Chan 69400 W31A	APP CRS 312°	Rwy Idg 6302 TDZE 1062 Apt Elev 1077
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RNAV (GPS) RWY 31
DUBUQUE RGNL (DBQ)

▼	For inoperative MALS/R, increase LPV all Cats visibility to 1½ and LNAV Cats A, B visibility to 1.	▲	Baro-VNAV NA when using Monticello altimeter setting.	For uncorrected Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (116°F).	DME/DME RNP-0.3 NA. VDP NA when using Monticello altimeter setting.	If local altimeter setting not received, use Monticello altimeter setting and increase all DAs/MDAs 100 feet.	<p>MALS/R</p> 	<p>MISSED APPROACH: Climb to 2800 direct HULOT and hold.</p>
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ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
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2800 HULOT

*LNAV only

JIPDA

5 NM Holding Pattern

132°

312°

3100

GS 3.00°

TCH 50

RW31

*1.3 NM to RW31

RIPOC

2700

1.3 NM

3.6 NM

6.1 NM

CATEGORY	A	B	C	D
LPV DA	1481-1 419 (500-1)			
LNAV/VNAV DA	1603-1½ 541 (600-1½)			
LNAV MDA	1540-¾	478 (500-¾)	1540-1 478 (500-1)	
CIRCLING	1620-2	543 (600-2)	1640-2 563 (600-2)	

WAAS CH 62807 W36A	APP CRS 357°	Rwy Idg TDZE Apt Elev 6327 1048 1077
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RNAV (GPS) RWY 36

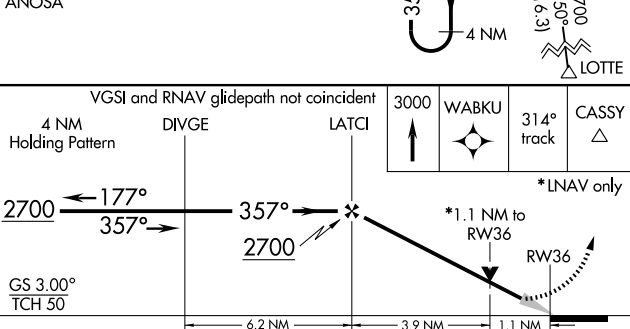
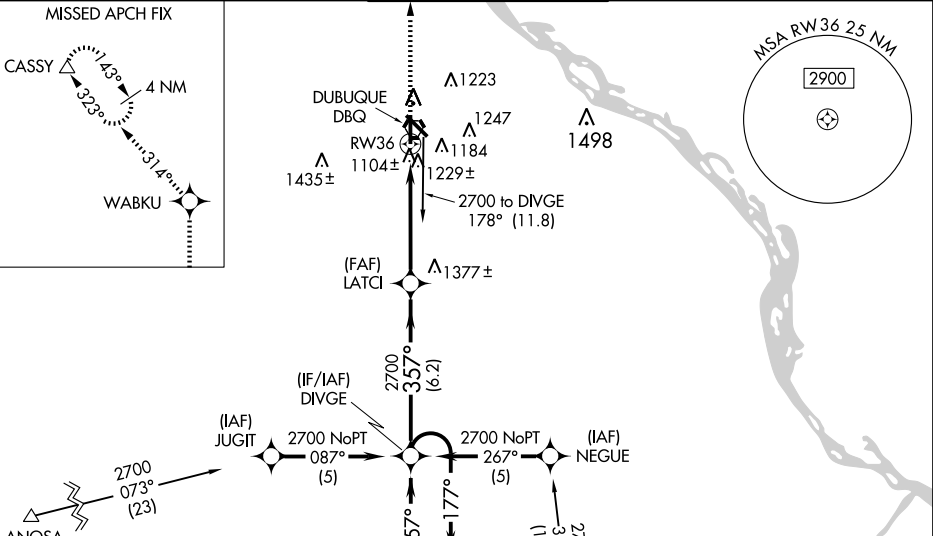
DUBUQUE RGNL (DBQ)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. Baro-VNAV and VDP NA when using Monticello altimeter setting. When local altimeter setting not received, use Monticello altimeter setting and increase all DA 88 feet and all MDA 100 feet, increase LNAV/VNAV all Cats, LNAV Cats C and D and circling Cat C visibility ¼ mile. For inoperative MALSR when using Monticello altimeter setting, increase LPV all Cats visibility to RVR 5000.

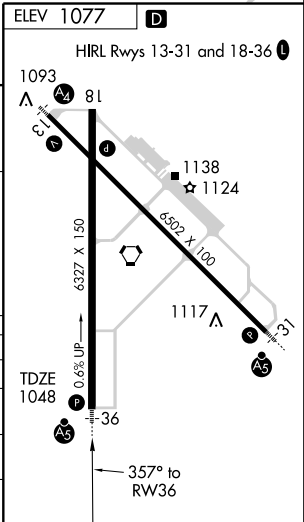
MALSR

MISSED APPROACH: Climb to 3000 direct WABKU and via 314° track to CASSY and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 254.4	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	1248/24 200 (200-½)			
LNAV/VNAV DA	1525/60 477 (500-1¼)			
LNAV MDA	1480/24	432 (500-½)	1480/40 432 (500-¾)	1480/50 432 (500-1)
CIRCLING	1580-1	503 (600-1)	1580-1½ 503 (600-1½)	1640-2 563 (600-2)



VORTAC DBQ	APP CRS	Rwy Idg	6502
115.8	138°	TDZE	1077
Chan 105		Apt Elev	1077

VOR RWY 13
DUBUQUE RGNL (DBQ)

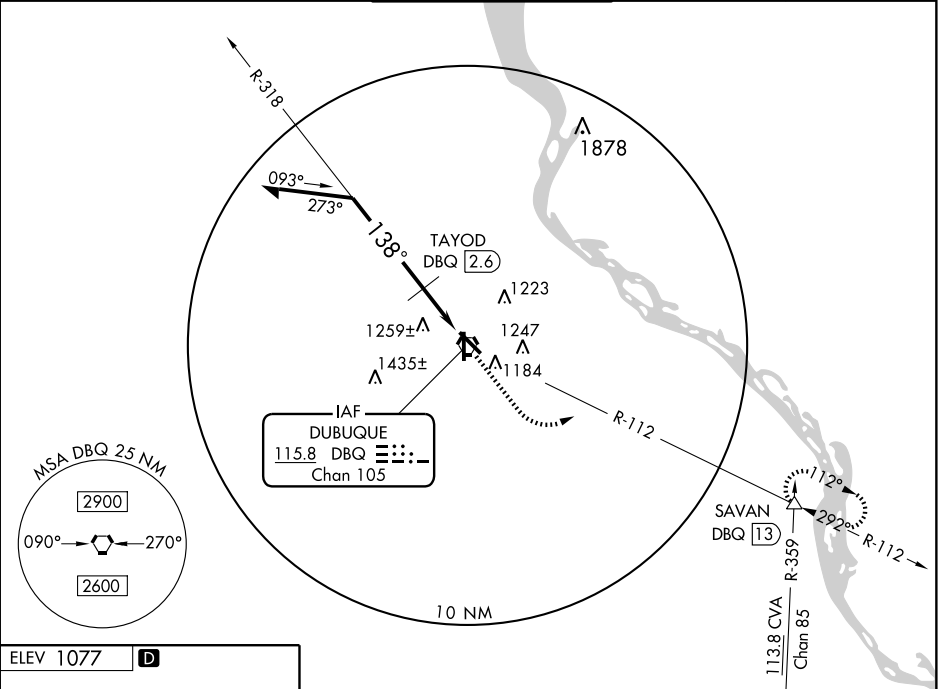
⚠ Inoperative table does not apply to Cat C.
⚠ If local altimeter setting not received, use Monticello
altimeter setting and increase all MDAs 100 feet.
VDP NA when using Monticello altimeter setting.

MALS

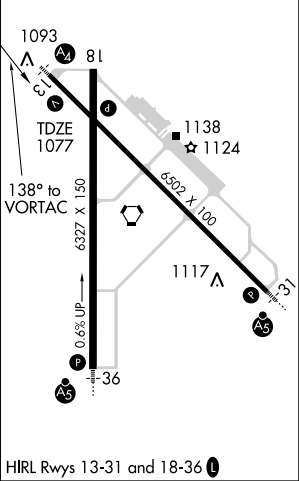


MISSED APPROACH: Climb to 2500 then
climbing left turn to 3300 via DBQ VORTAC
R-112 to SAVAN Int/13 DME and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
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ELEV 1077



<p>Remain within 10 NM</p> <p>2800</p> <p>138°</p> <p>TAYOD DBQ (2.6)</p> <p>VGS and descent angles not coincident.</p> <p>*1780</p> <p>3.03°</p> <p>TCH 50</p> <p>0.8 NM 1.3 NM 0.6</p>		<p>VORTAC</p> <p>318°</p> <p>DBQ (1.8)</p> <p>2500</p> <p>3300</p> <p>DBQ R-112</p> <p>SAVAN △</p> <p>*1880 when using Monticello altimeter setting.</p>		
CATEGORY	A	B	C	D
S-13	1780-3/4	703 (800-3/4)	1780-2 703 (800-2)	1780-2 1/4 703 (800-2 1/4)
CIRCLING	1780-1	703 (800-1)	1780-2 703 (800-2)	1780-2 1/4 703 (800-2 1/4)
TAYOD FIX MINIMUMS				
S-13	1520-3/4	443 (500-3/4)	1520-1 1/4 443 (500-1 1/4)	1520-1 1/2 443 (500-1 1/2)
CIRCLING	1580-1	503 (600-1)	1580-1 1/2 503 (600-1 1/2)	1640-2 563 (600-2)

Visibility reduction by helicopters NA.

When local altimeter setting not received use Monticello altimeter setting increase all MDAs 100 feet and increase visibility S-31 Cat C and D ½ mile, circling Cat B ¼ mile and Cat C and D ½ mile, ZUKOB fix minimums S-31 Cat C and D ¼ mile, and circling Cat C ¼ mile. VDP NA when using Monticello altimeter setting.

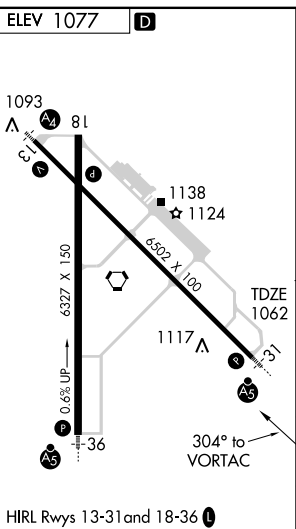
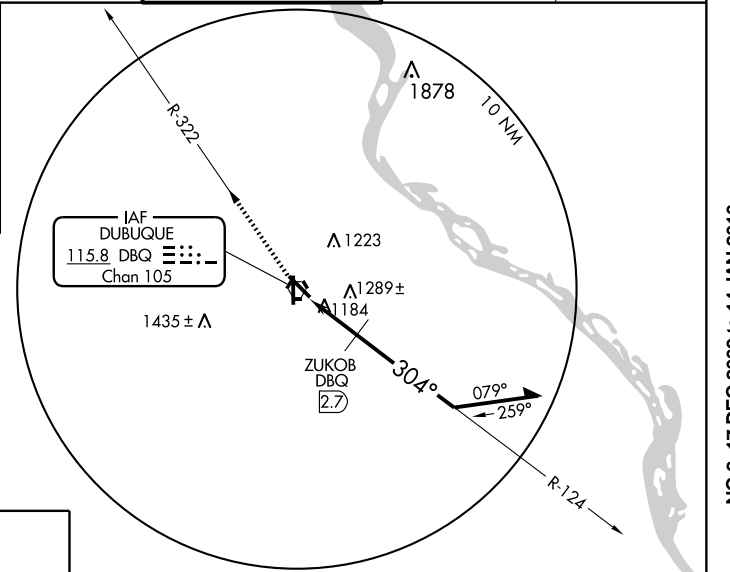
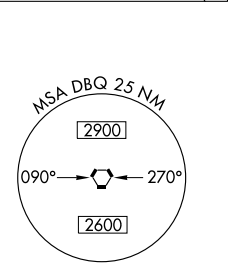
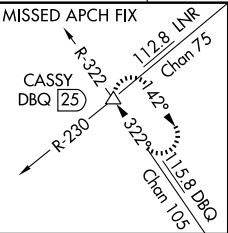
For inoperative MALS, increase S-31 Cat A and B visibility to 1 mile, increase ZUKOB fix minimums Cat A and B visibility to 1 mile.

For inoperative MALS when using Monticello altimeter setting increase Cat A visibility for S-31 and ZUKOB fix minimums to 1 mile.

MALS

MISSED APPROACH: Climbing right turn to 3000 via DBQ R-322 to CASSY Int/DBQ 25 DME and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 254.4	GND CON 121.8	UNICOM 122.95
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3000 DBQ R-322	CASSY	VORTAC	Remain within 10 NM	
<p>*1900 when using Monticello altimeter setting.</p>				
CATEGORY	A	B	C	D
S-31	1800-¾ 738 (800-¾)		1800-1½ 738 (800-1½)	1800-1¾ 738 (800-1¾)
CIRCLING	1800-1 723 (800-1)		1800-2 723 (800-2)	1800-2¼ 723 (800-2¼)
ZUKOB FIX MINIMUMS				
S-31	1540-¾ 478 (500-¾)			1540-1 478 (500-1)
CIRCLING	1580-1 503 (600-1)	1600-1 523 (600-1)	1600-1½ 523 (600-1½)	1640-2 563 (600-2)

VOR RWY 36
DUBUQUE RGNL (DBQ)

VORTAC DBQ	APP CRS	Rwy Idg	6327
115.8	003°	TDZE	1048
Chan 105		Apt Elev	1077

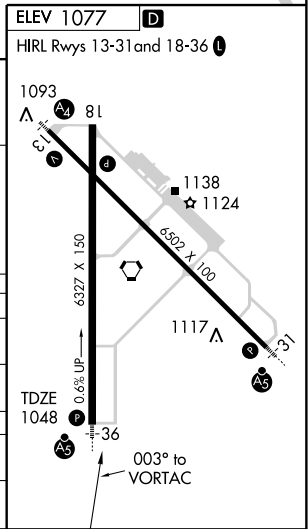
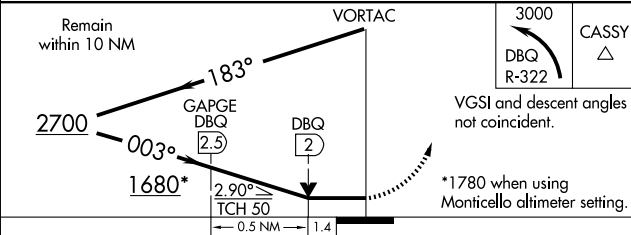
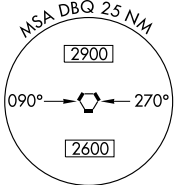
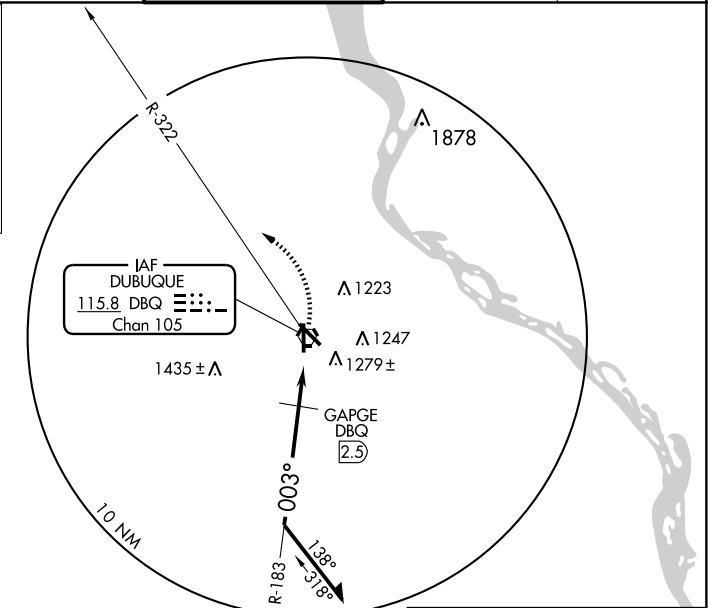
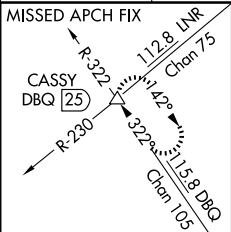
When local altimeter setting not received use Monticello altimeter setting and increase all MDAs 100 feet, increase visibility S-36 Cat C and D ¼ mile, circling Cat C and D ¼ mile, GAPGE fix minimums S-36 Cat C to RVR 5000 and Cat D to RVR 6000, and circling Cat C ¼ mile. VDP NA when using Monticello altimeter setting.

MALSR



MISSED APPROACH: Climbing left turn to 3000 via DBQ R-322 to CASSY Int/DBQ 25 DME and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
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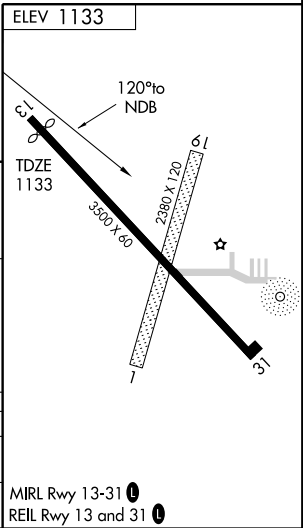
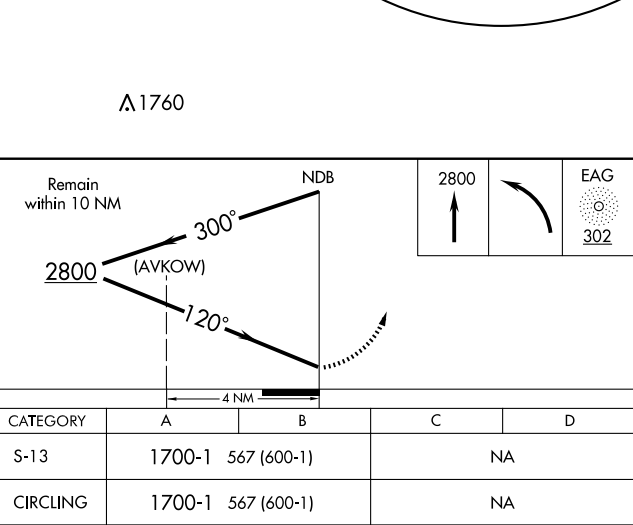
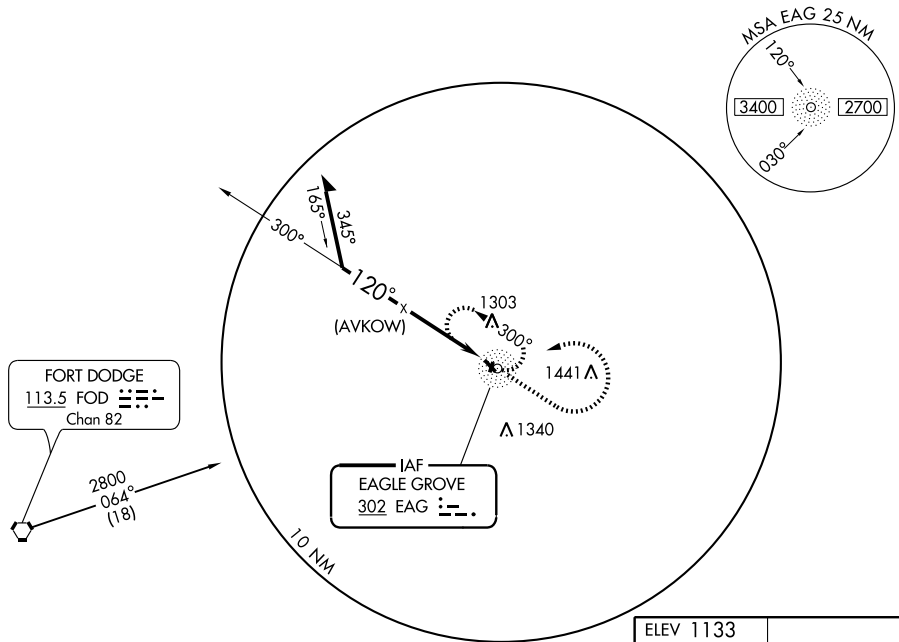
CATEGORY	A	B	C	D
S-36	1680/24	632 (700-½)	1680/60 632 (700-1¼)	1680-1½ 632 (700-1½)
CIRCLING	1680-1	603 (700-1)	1680-1¾ 603 (700-1¾)	1680-2 603 (700-2)
GAPGE FIX MINIMUMS				
S-36	1540/24	492 (500-½)	1540/40 492 (500-¾)	1540/50 492 (500-1)
CIRCLING	1580-1 503 (600-1)	1600-1 523 (600-1)	1600-1½ 523 (600-1½)	1640-2 563 (600-2)

NDB EAG	APP CRS	Rwy Idg	3371
302	120°	TDZE	1133
		Apt Elev	1133

NDB or GPS RWY 13

EAGLE GROVE MUNI (EAG)

Use Fort Dodge altimeter setting.	MISSED APPROACH: Climb to 2800 then left turn direct EAG NDB and hold.
MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF)



APP CRS 313°	Rwy Idg TDZE Apt Elev	3500 1133 1133
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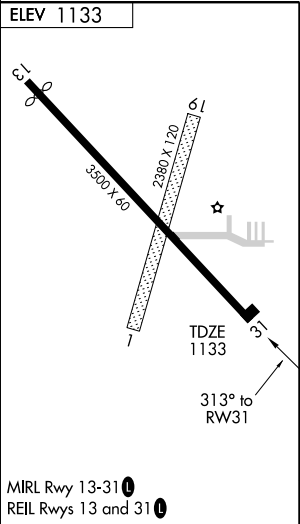
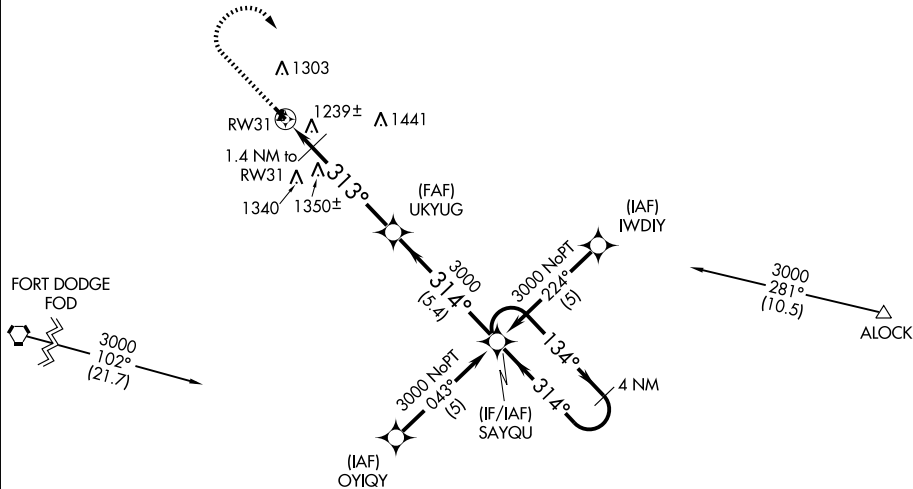
RNAV (GPS) RWY 31

EAGLE GROVE MUNI (EAG)

▽ Use Fort Dodge altimeter setting.
△NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct SAYQU WP and hold.

MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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	2000	3000	SAYQU	
			UKYUG	SAYQU
			1.4 NM to RW31	3.08° TCH 40
			1640	314°
			1.4 NM	4.2 NM
			5.4 NM	
CATEGORY	A	B	C	D
LNNAV MDA	1540-1	407 (500-1)	NA	NA
CIRCLING	1660-1	527 (600-1)	NA	NA

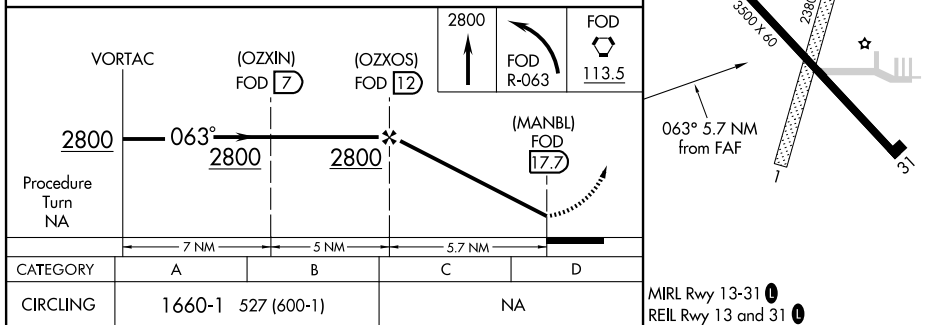
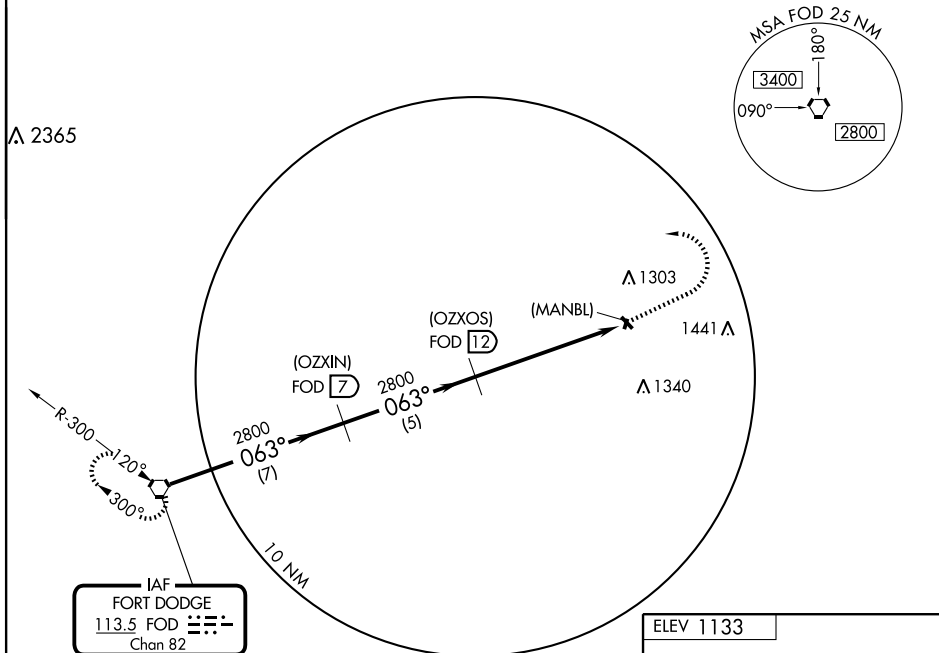
VORTAC FOD 113.5 Chan 82	APP CRS 063°	Rwy Idg TDZE Apt Elev 1133	N/A N/A
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VOR/DME or GPS-A

EAGLE GROVE MUNI (EAG)

 Use Fort Dodge altimeter setting.  MISSED APPROACH: Climb to 2800 then left turn via FOD R-063 to FOD VORTAC and hold.	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 1
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A 2365



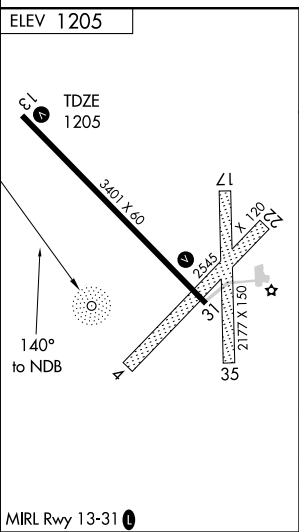
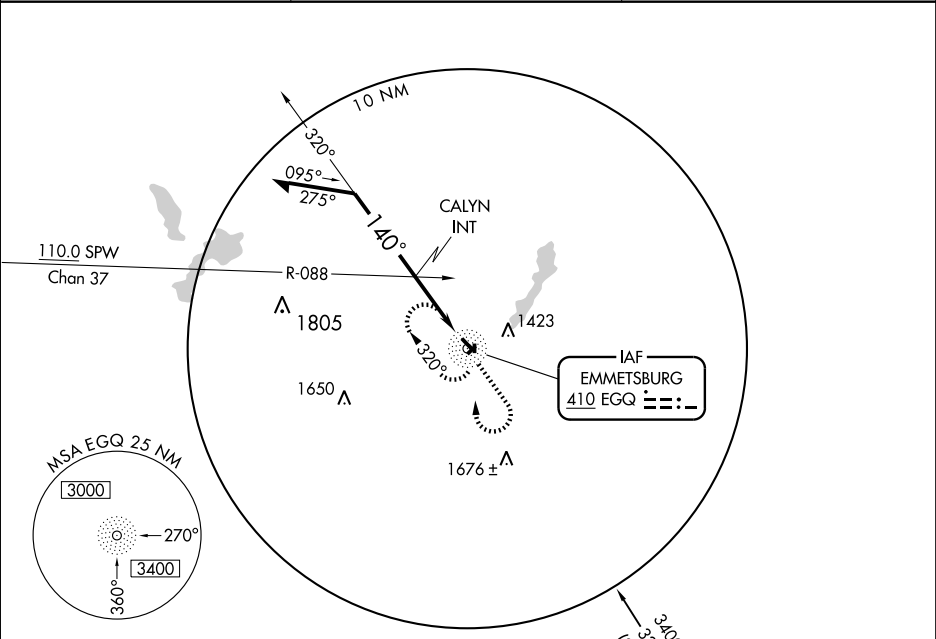
MIRL Rwy 13-31 1
REIL Rwy 13 and 31 1

NDB EGQ 410	APP CRS 140°	Rwy Idg TDZE Apt Elev	3401 1205 1205
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NDB or GPS RWY 13
EMMETSBURG MUNI (EGQ)

▼ Use Algona altimeter setting.	MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct EGQ NDB and hold.
▲ NA	

ALGONA AWOS-3 118.475	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 122.8 (CTAF) 0
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ELEV 1205			
Remain within 10 NM			
NDB			
3000			
320°			
140°			
CALYN INT			
2040			
3.2 NM			
CATEGORY	A	B	C D
S-13	2040-1 835 (900-1)	2040-1 ¼ 835 (900-1 ¼)	NA
CIRCLING	2040-1 835 (900-1)	2040-1 ¼ 835 (900-1 ¼)	NA
CALYN INTERSECTION MINIMUMS			
S-13	1860-1 655 (700-1)		NA
CIRCLING	1860-1 655 (700-1)		NA

NDB EGQ 410	APP CRS 303°	Rwy Idg TDZE Apt Elev 3401 1205 1205
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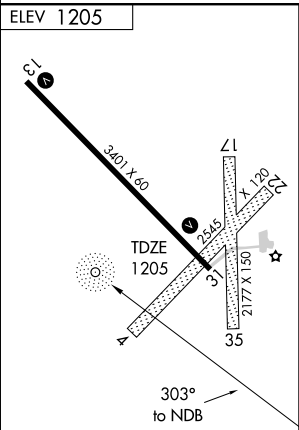
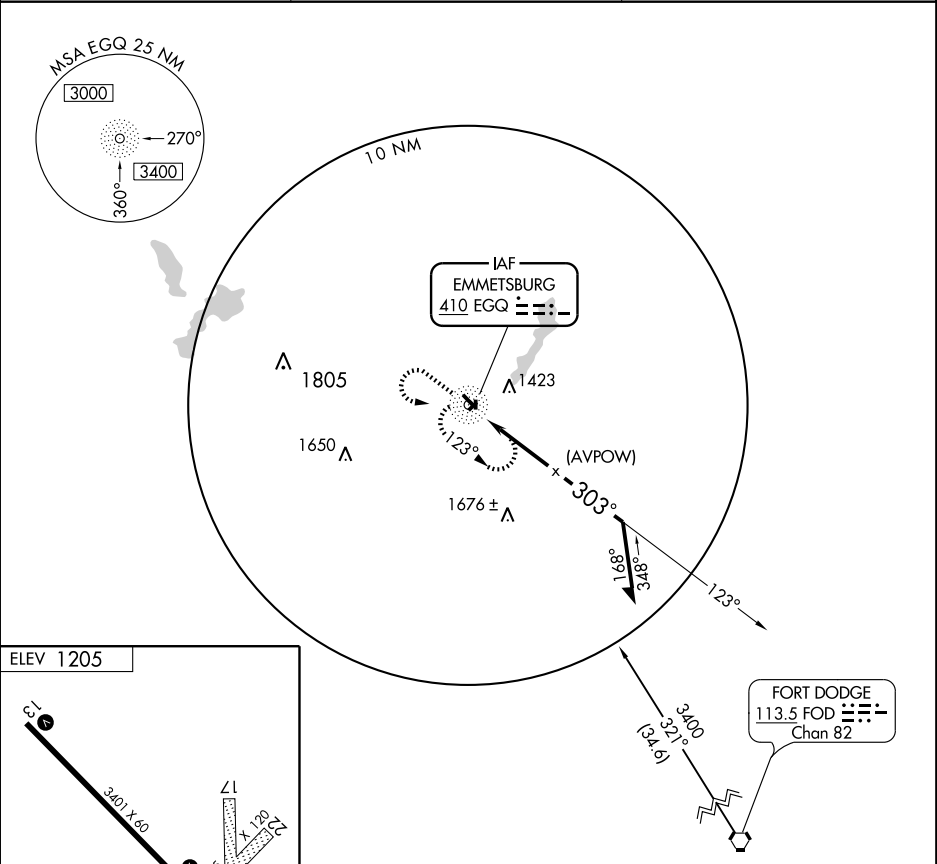
NDB or GPS RWY 31
EMMETSBURG MUNI(EGQ)

▼ Use Algona altimeter setting.

▲ NA

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct EGQ NDB and hold.

ALGONA AWOS-3 118.475	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 122.8(CTAF) 0
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<div><div>2500</div><div>3000</div><div>EGQ 410</div></div>			
<div><div>NDB</div><div>123°</div><div>(AVPOW)</div><div>3000</div><div>4 NM</div></div>			
Remain within 10 NM			
CATEGORY	A	B	C D
S-13	1820-1	615 (700-1)	NA
CIRCLING	1820-1	615 (700-1)	NA

WAAS CH 40104 W16A	APP CRS 164°	Rwy Idg TDZE 4797 1319 Apt Elev 1319
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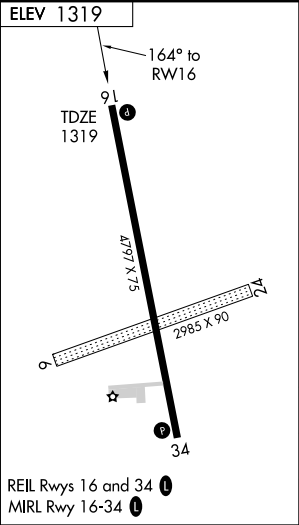
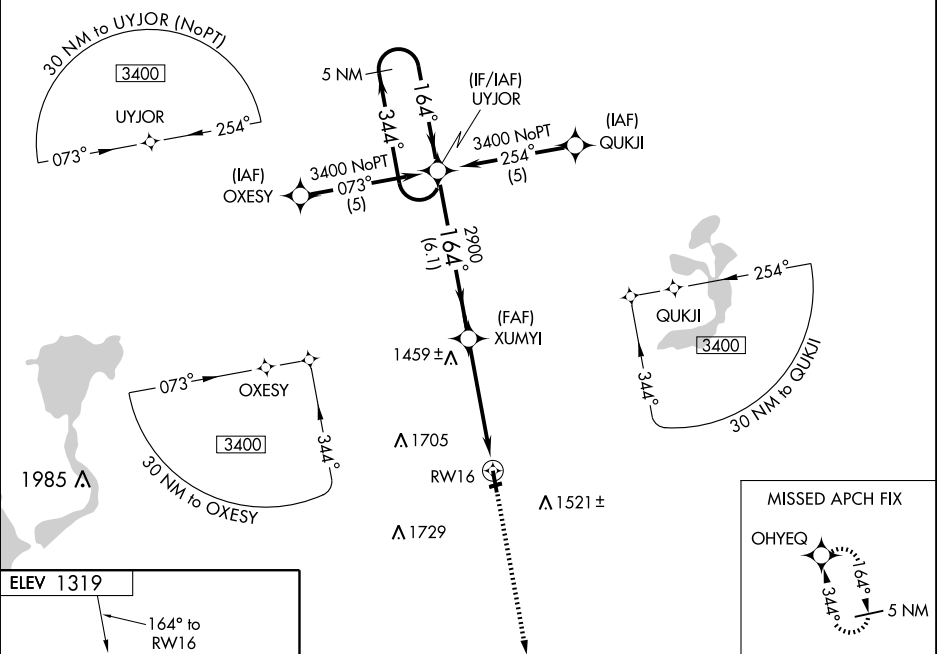
RNAV (GPS) RWY 16

ESTHERVILLE MUNI (EST)

⚠ Baro-VNAV NA when using Jackson Muni altimeter setting.
If local altimeter setting not received, use Jackson Muni altimeter setting and increase all DAs/MDAs 60 feet.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA.
VDP NA when using Jackson Muni altimeter setting.

MISSED APPROACH: Climb to 3400 direct OHYEQ and hold.

ASOS 121.425	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 122.8 (CTAF) 1
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5 NM Holding Pattern		UYJOR	3400		OHYEQ
3400		164°	344°	* 1.2 NM to RW16	
GS 3.00° TCH 30		2900	RW16		
		6.1 NM	3.6 NM	1.2 NM	
CATEGORY	A	B	C	D	
LPV DA	1569-1	250 (300-1)	NA		
LNAV/VNAV DA	1608-1	289 (300-1)	NA		
LNAV MDA	1720-1	401 (500-1)	NA		
CIRCLING	1720-1 401 (500-1)	1780-1 461 (500-1)	NA		

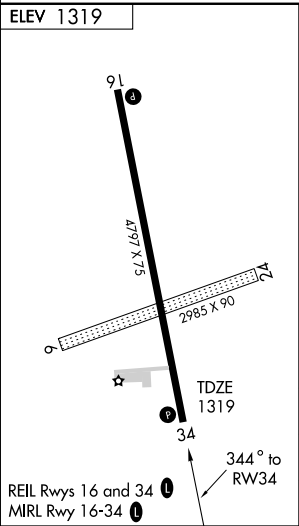
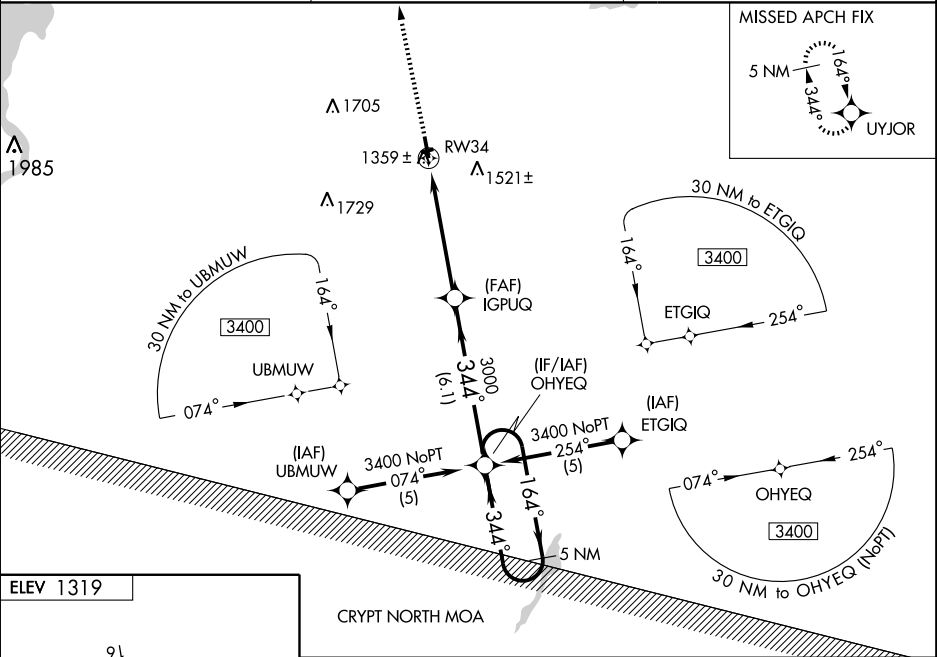
WAAS CH 82304 W34A	APP CRS 344°	Rwy Idg TDZE Apt Elev	4797 1319 1319
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RNAV (GPS) RWY 34
ESTHERVILLE MUNI (EST)

A Baro-VNAV NA when using Jackson Muni altimeter setting.
If local altimeter setting not received, use Jackson Muni altimeter setting and increase all DAs/MDAs 60 feet.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA.
VDP NA when using Jackson Muni altimeter setting.

MISSED APPROACH: Climb to 3400 direct UYJOR and hold.

ASOS 121.425	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 122.8 (CTAF) 0
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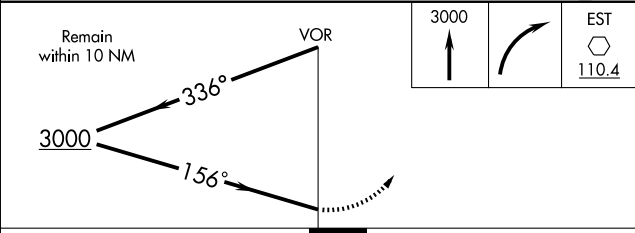
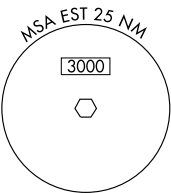
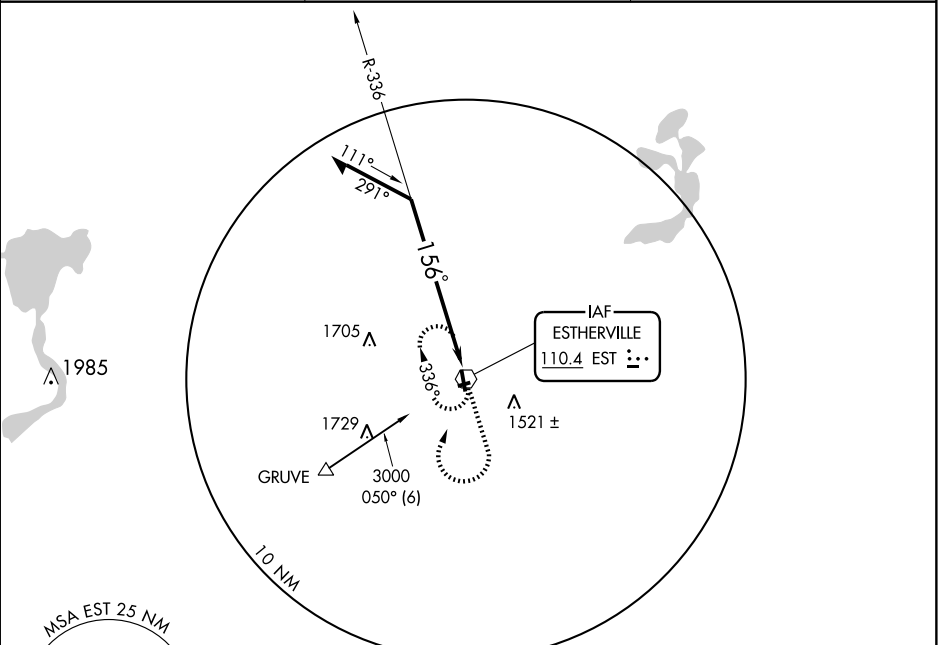
3400 UYJOR		OHYEQ 5 NM Holding Pattern		
*LNAV only		*1.1 NM to RW34		
IGPUQ		344° 3000		
RW34		164° 3400		
1.1 NM		4 NM		
6.1 NM		GS 3.00° TCH 42		
CATEGORY	A	B	C	D
LPV DA	1569-1	250 (300-1)	NA	
LNAV/VNAV DA	1629-1	310 (400-1)	NA	
LNAV MDA	1700-1	381 (400-1)	NA	
CIRCLING	1700-1 381 (400-1)	1780-1 461 (500-1)	NA	

EST VOR 110.4	APP CRS 156°	Rwy Idg TDZE Apt Elev	4797 1317 1317
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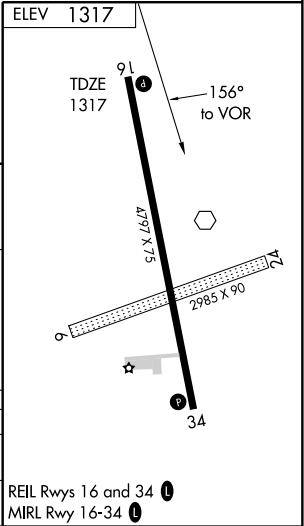
VOR RWY 16
ESTHERVILLE MUNI (EST)

MISSED APPROACH: Climb to 3000 then right turn direct EST VOR and hold.

ASOS 121.425	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
S-16	1840-1 523 (600-1)		NA	
CIRCLING	1840-1 523 (600-1)		NA	

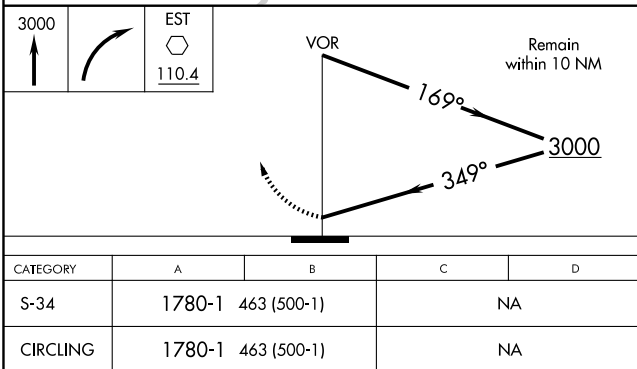
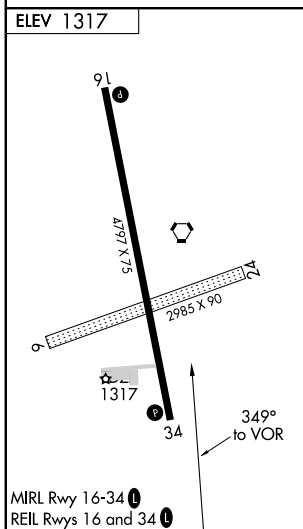
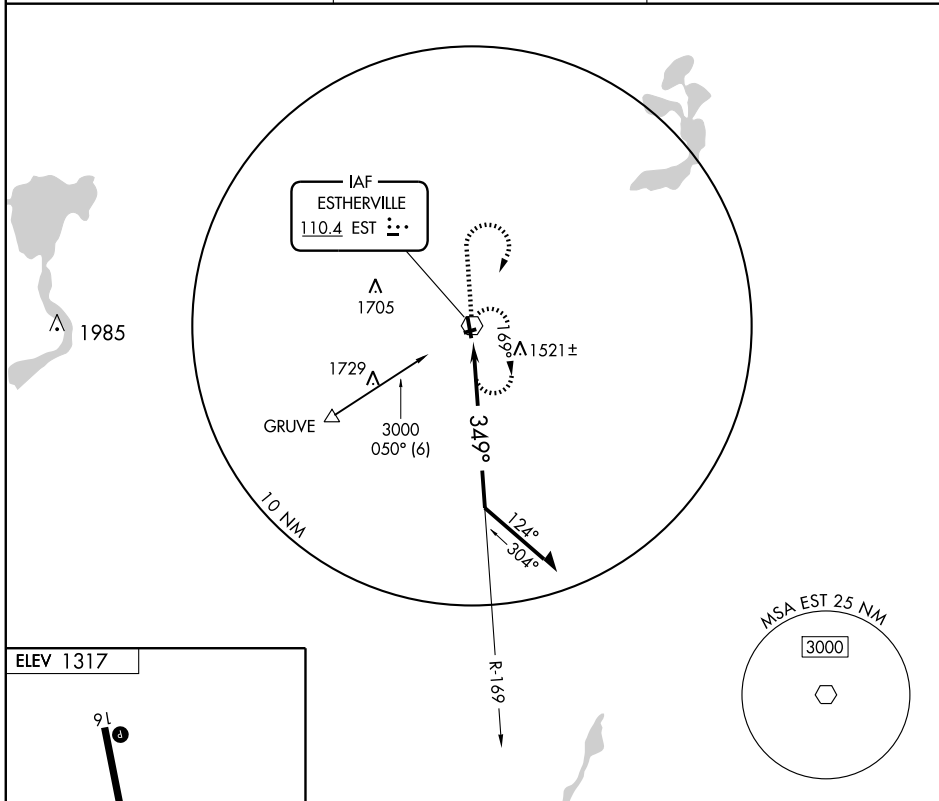


EST VOR <u>110.4</u>	APP CRS 349°	Rwy Idg 4797 TDZE 1317 Apt Elev 1317
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VOR RWY 34
ESTHERVILLE MUNI (EST)

MISSED APPROACH: Climb to 3000 then right turn direct EST VOR and hold.

ASOS 121.425	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 122.8 (CTAF) ①
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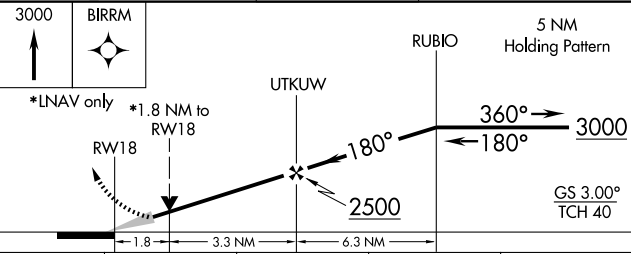
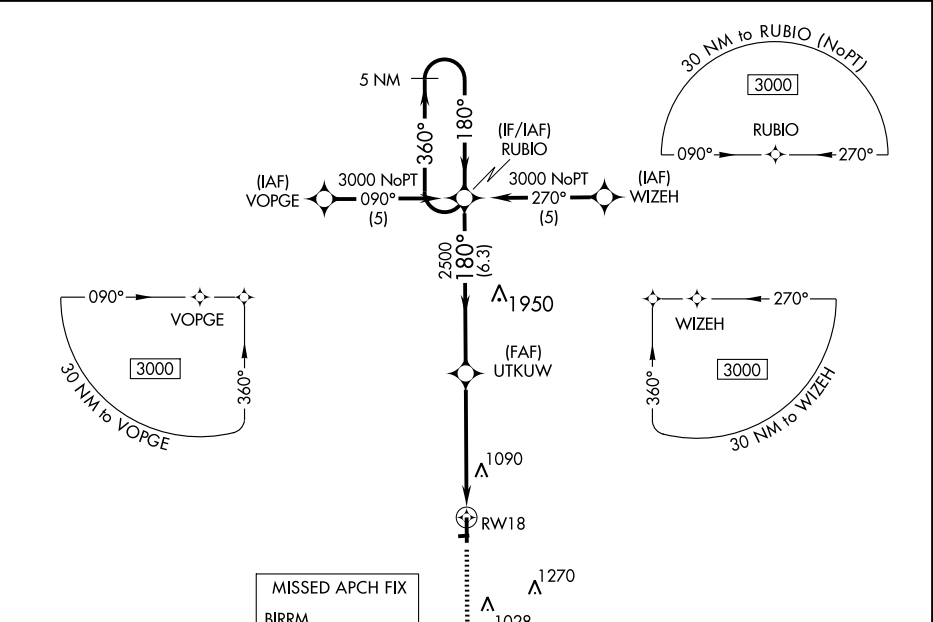
RNAV (GPS) RWY 18
FAIRFIELD MUNI (FF'L)

WAAS CH 82503 W18A	APP CRS 180°	Rwy Idg TDZE Apt Elev	5500 801 801
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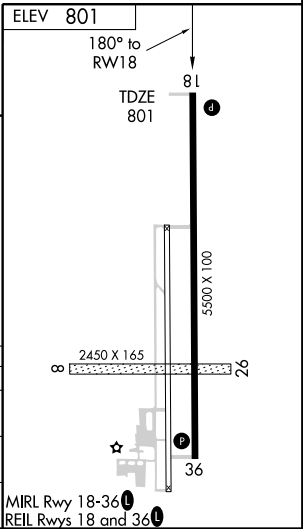
▼ If local altimeter setting not received, use Ottumwa Rgnl altimeter setting and increase all DAs/MDAs 60 feet.
▲ DME/DME RNP-0.3 NA.
VDP NA when using Ottumwa Industrial altimeter setting.

MISSED APPROACH: Climb to 3000 direct BIRRM and hold.

AWOS-3 132.025	CHICAGO CENTER 118.15 354.1	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1051-1	250 (300-1)		NA
LNAV MDA	1400-1	599 (600-1)	1400-1½ 599 (600-1½)	NA
CIRCUING	1400-1	599 (600-1)	1440-1¾ 639 (700-1¾)	NA



RNAV (GPS) RWY 36

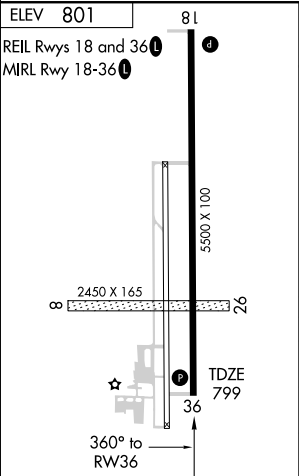
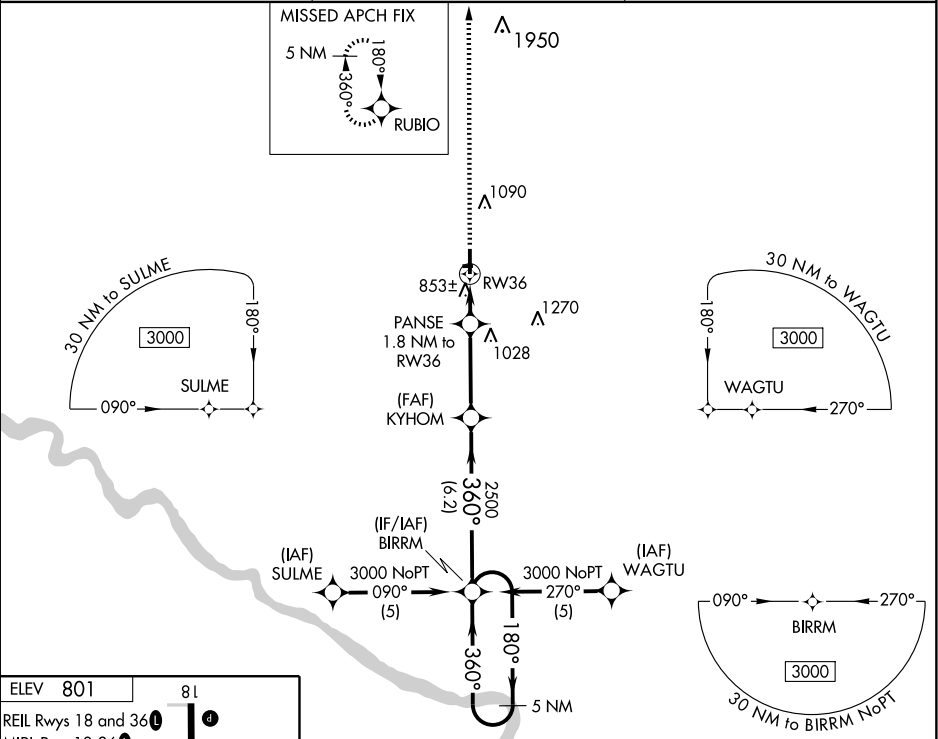
FAIRFIELD MUNI (FFL)

WAAS CH 72804 W36A	APP CRS 360°	Rwy Idg TDZE Apt Elev	5500 799 801
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⚠ If local altimeter setting not received, use Ottumwa Rgnl altimeter setting and increase all DAs/MDAs 60 feet.
DME/DME RNP-0.3 NA.
VDP NA when using Ottumwa Industrial altimeter setting.

MISSED APPROACH: Climb to 3000 direct RUBIO and hold.

AWOS-3 132.025	CHICAGO CENTER 118.15 354.1	UNICOM 122.7 (CTAF)
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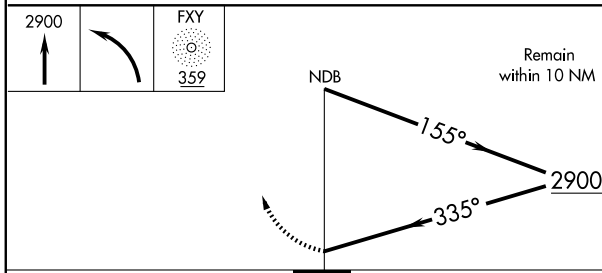
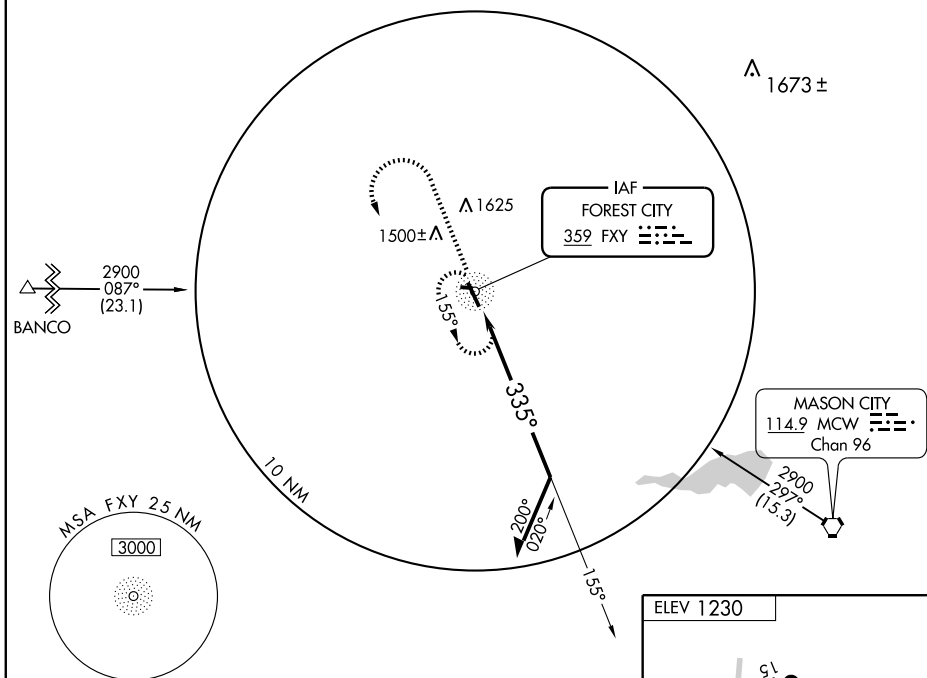
3000	RUBIO	PANSE 1.8 NM to RW36	KYHOM	BIRRM	5 NM Holding Pattern
*LNAV only		*1.1 NM to RW36			
		1400*	2500	3000	GS 3.00° TCH 42
1.1	0.7	3.4 NM	6.2 NM		
CATEGORY	A	B	C	D	
LPV DA	1049-1	250 (300-1)		NA	
LNAV MDA	1180-1	381 (400-1)		NA	
CIRCLING	1180-1 379 (400-1)	1260-1 459 (500-1)	1440-1 639 (700-1 3/4)	NA	

Use Mason City altimeter setting.
Circling to Rwy 27 not authorized at night.

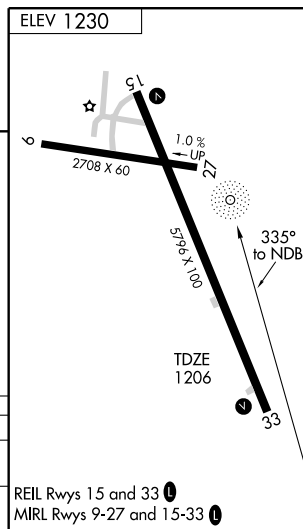
MISSED APPROACH: Climb to 2900, then left turn direct
FXV NDB and hold.

MINNEAPOLIS CENTER
127.3 380.2

UNICOM
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
S-33	1900-1	694 (700-1)	1900-2 694 (700-2)	1900-2¼ 694 (700-2¼)
CIRCLING	1900-1	670 (700-1)	1900-2 670 (700-2)	2120-3 890 (900-3)



VORTAC MCW 114.9 Chan 96	APP CRS 297°	Rwy Idg TDZE Apt Elev N/A N/A 1230
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VOR/DME or GPS-A

FOREST CITY MUNI (FXY)

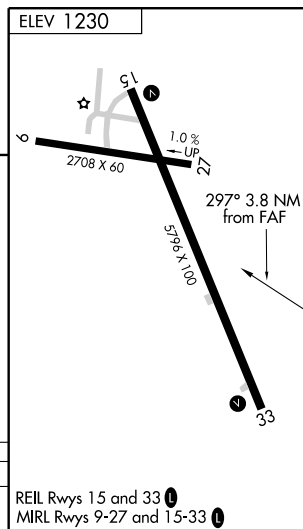
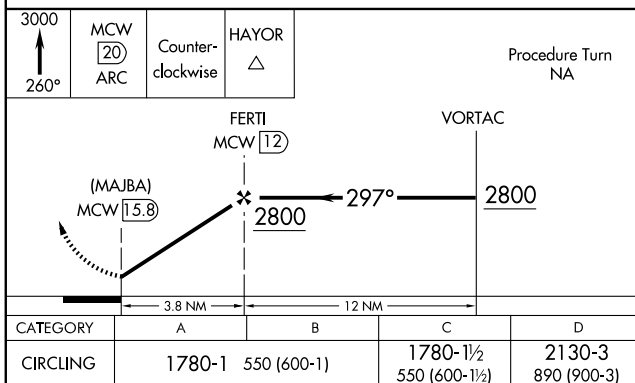
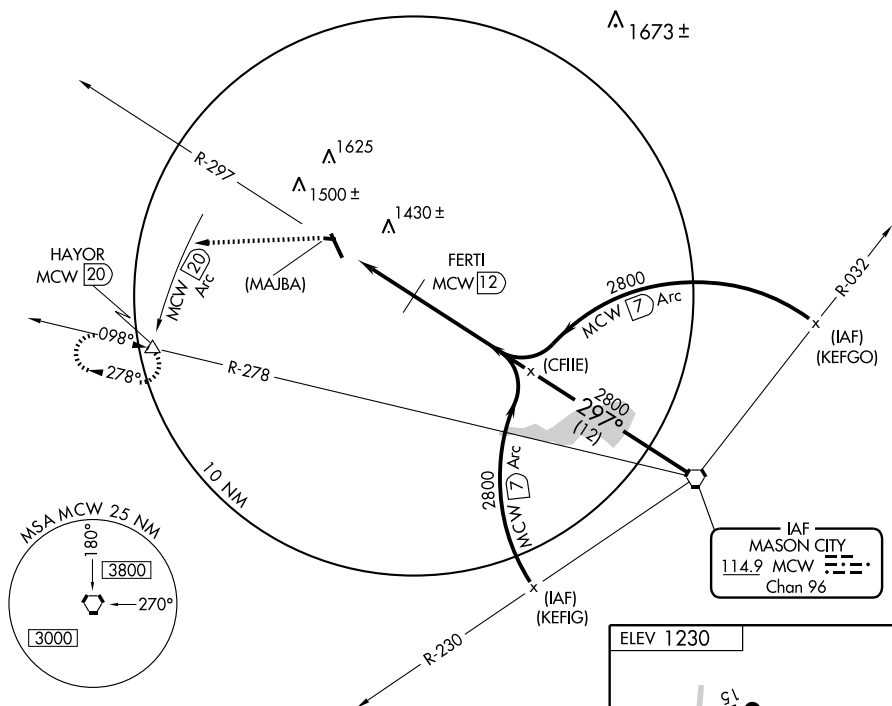
Use Mason City altimeter setting.
Circling to Rwy 27 not authorized at night.

MISSED APPROACH: Climb to 3000 via heading 260° to MCW 20 DME Arc then via MCW 20 DME Arc counterclockwise to HAYOR DME and hold.

AWOS-3
123.925

MINNEAPOLIS CENTER
127.3 380.2

UNICOM
122.8 (CTAF)

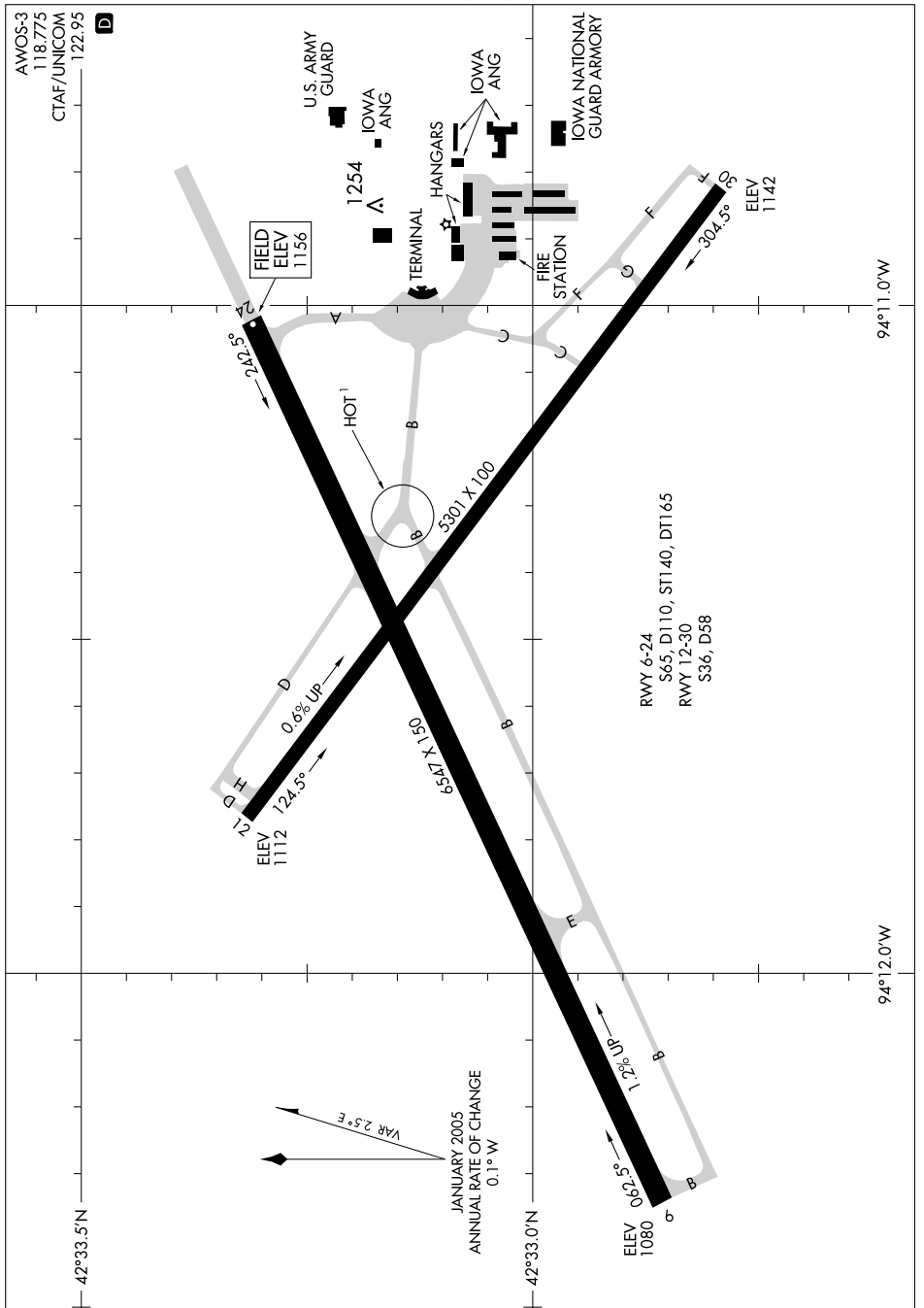


REIL Rwy 15 and 33
MIRL Rwy 9-27 and 15-33

AIRPORT DIAGRAM

AL-976 (FAA)

FORT DODGE RGNL (FOD)
FORT DODGE, IOWA



LOC I-FOD 109.1	APP CRS 063°	Rwy Idg 6547 TDZE 1107 Apt Elev 1156
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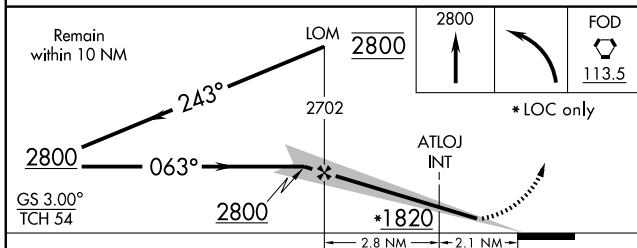
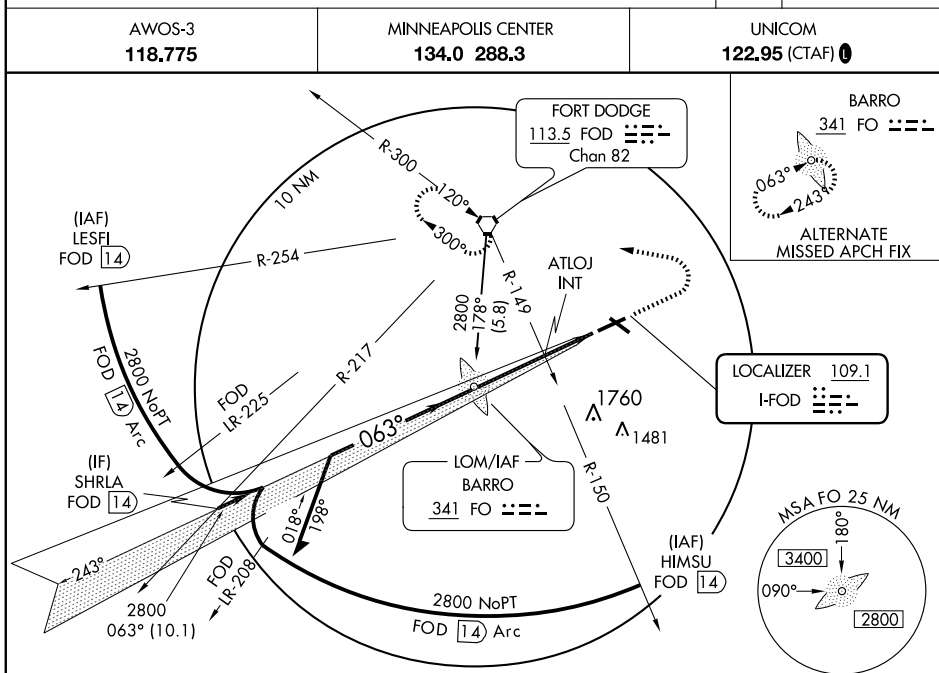
ILS or LOC RWY 6

FORT DODGE RGNL (FOD)

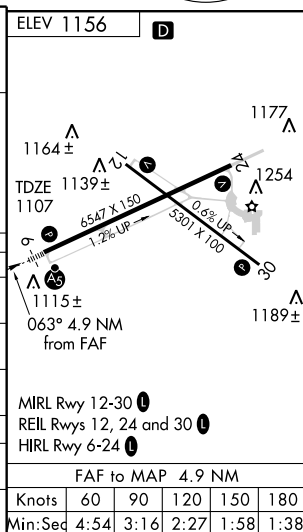
▼ When VGSI inoperative, Circling Rwy 24 NA at night. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet. For inoperative MALSR when using Webster City altimeter setting, increase S-ILS visibility all Cats to 1 mile.



MISSED APPROACH:
Climb to 2800 then left turn direct FOD VORTAC and hold.



CATEGORY	A	B	C	D
S-ILS 6	1307-½ 200 (200-½)			NA
S-LOC 6	1820-½	713 (700-½)	1820-1 ½ 713 (700-1½)	NA
CIRCLING	1820-1	664 (700-1)	1820-2 664 (700-2)	NA
ATLOJ FIX MINIMUMS				
S-LOC 6	1400-½ 293 (300-½)			NA
CIRCLING	1560-1 404 (500-1)	1620-1 464 (500-1)	1620-1½ 464 (500-1½)	NA



WAAS CH 61015 W06A	APP CRS 063°	Rwy Idg TDZE 1107 Apt Elev 1157
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RNAV (GPS) RWY 6

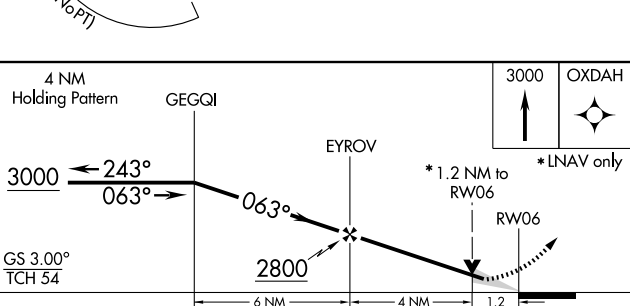
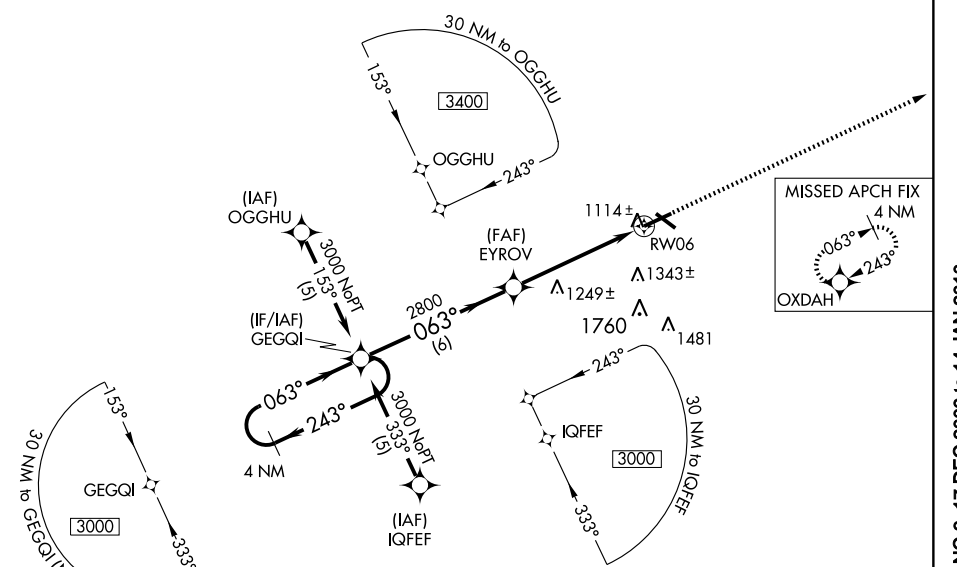
FORT DODGE RGNL (FOD)

⚠ When VGSI inop. Circling Rwy 24 NA at night. Baro-VNAV NA when using Webster City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. VDP NA when using Webster City altimeter setting. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase visibility LNAV-VNAV all Cats and LNAV Cats C and D ¼ mile. For inoperative MALSR when using Webster City altimeter setting, increase LPV all Cats visibility to 1 mile.

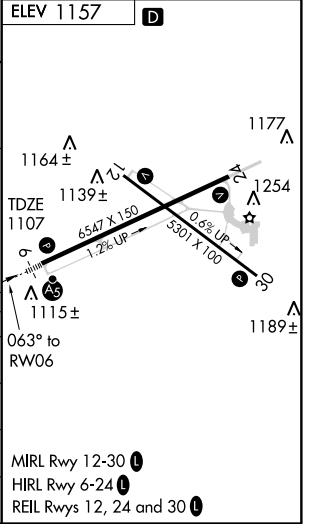
MALSR

MISSED APPROACH:
Climb to 3000 direct
OXDAH and hold.

AWOS-3 118.775	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.95 (CTAF) 1
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CATEGORY	A	B	C	D
LPV DA	1307-½		200 (200-½)	
LNAV/VNAV DA	1525-1		418 (400-1)	
LNAV MDA	1500-½		393 (400-½)	
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1500-1 393 (400-1) 1720-2 563 (600-2)



NC-3, 17 DEC 2009 to 14 JAN 2010

WAAS CH 99615 W12A	APP CRS 125°	Rwy Idg TDZE Apt Elev	5301 1128 1157
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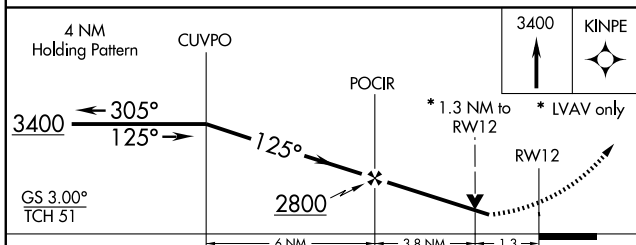
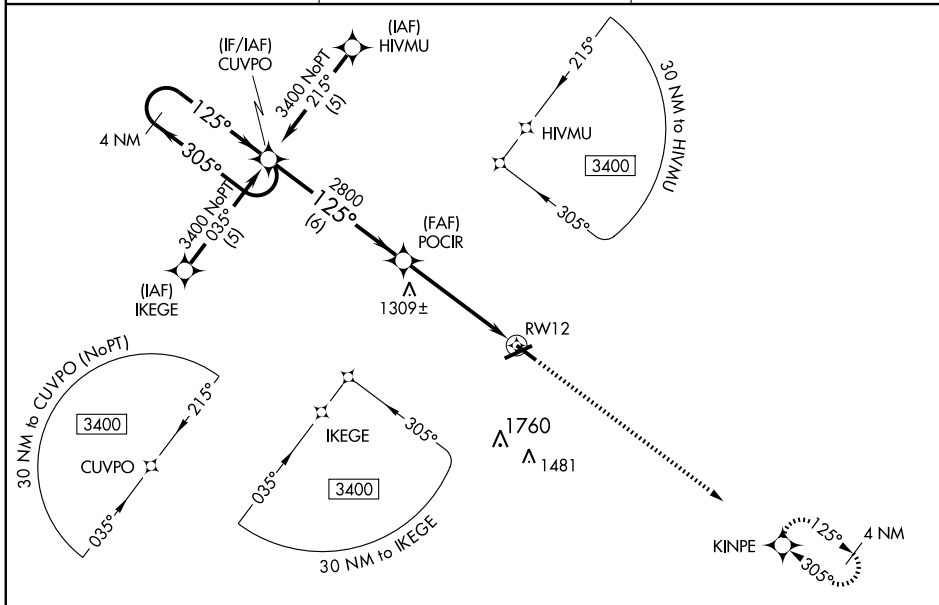
RNAV (GPS) RWY 12

FORT DODGE RGNL (FOD)

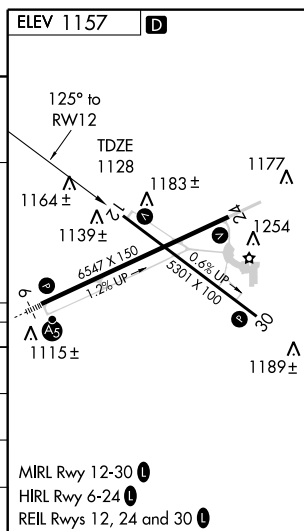
⚠ When VGSI inoperative, Circling Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LPV visibility all Cats ¼ mile. VDP and Baro-VNAV NA when using Webster City altimeter setting.

MISSED APPROACH:
Climb to 3400 direct KINPE and hold.

AWOS-3 118.775	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.95 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA	1405-1	277 (300-1)		
LNAV/VNAV DA	1453-1¼	325 (300-1¼)		
LNAV MDA	1560-1	432 (500-1)	1560-1¼ 432 (500-1¼)	1560-1½ 432 (500-1½)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)



MIRL Rwy 12-30 ①

HIRL Rwy 6-24 ①

REIL Rws 12, 24 and 30 ①

WAAS	APP CRS	Rwy Idg	6547
CH 45815	243°	TDZE	1156
W24A		Apt Elev	1157

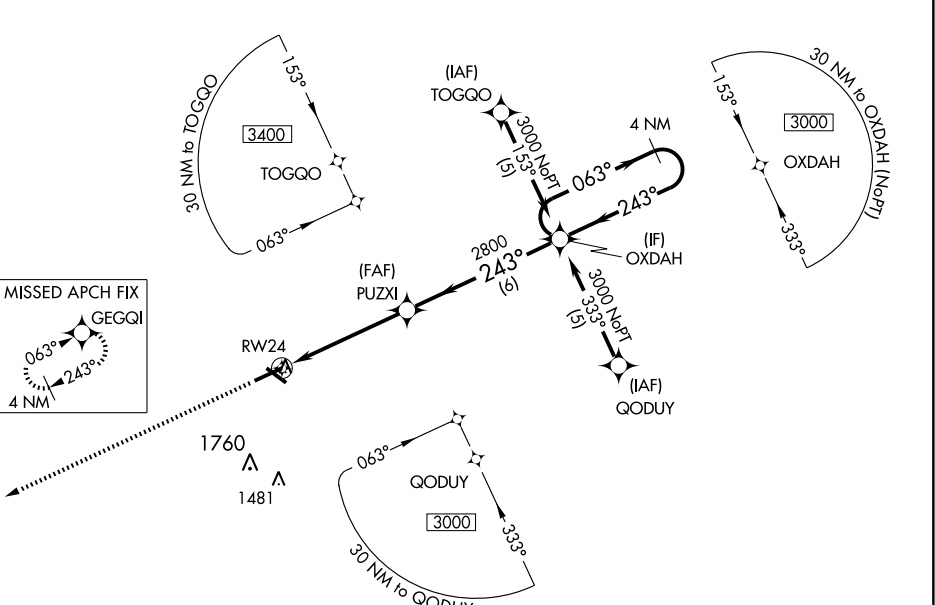
RNAV (GPS) RWY 24

FORT DODGE RGNL (FOD)

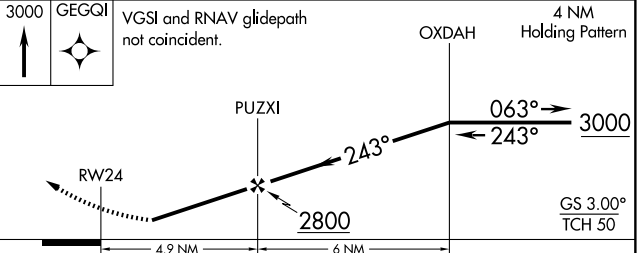
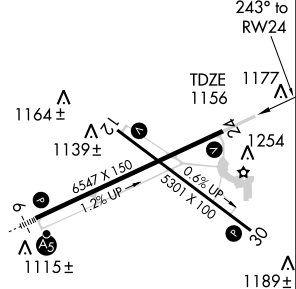
⚠ When VGSI inop, Straight-in/Circling Rwy 24 procedure NA at night. Baro-VNAV NA when using Webster City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LNAV Cats C and D visibility ½ mile.

MISSED APPROACH:
Climb to 3000 direct GEGQI and hold.

AWOS-3 118.775	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.95 (CTAF) 1
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ELEV 1157	D
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CATEGORY	A	B	C	D
LPV DA	1406-1	250 (300-1)		
LNAV/VNAV DA	1504-1¼	348 (400-1¼)		
LNAV MDA	1520-1	364 (400-1)		1520-1¼ 364 (400-1¼)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

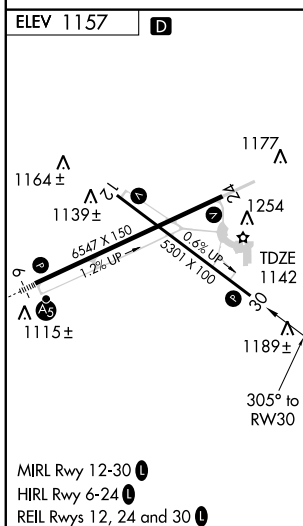
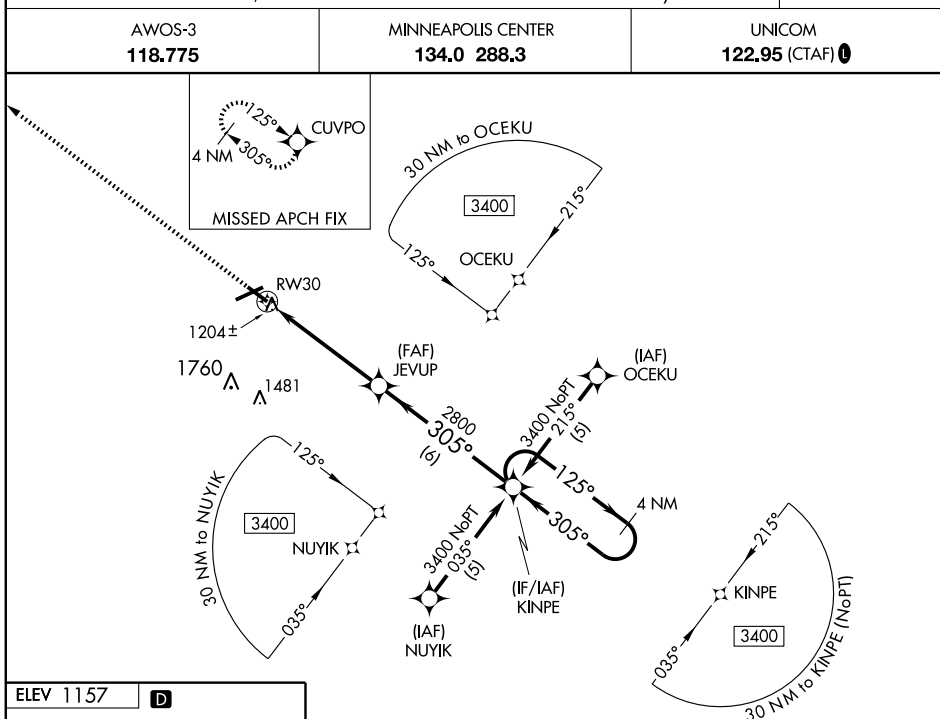
HIRL Rwy 6-24 **1**
MIRL Rwy 12-30 **1**
REIL Rwy 12, 24 and 30 **1**

WAAS CH 82615 W30A	APP CRS 305°	Rwy Idg TDZE Apt Elev	5301 1142 1157
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RNAV (GPS) RWY 30

FORT DODGE RGNL (FOD)

<p>⚠ When VGSI inop, Circling Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Webster City altimeter setting. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LPV all Cats and LNAV Cats C and D visibility ¼ mile.</p>	<p>MISSED APPROACH: Climb to 3400 direct CUVPO and hold.</p>
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3400

CUVPO

*LNAV only

RW30

1.1

4 NM

6 NM

1.1 NM to RW30

JEVUP

2800

305°

KINPE

125°

305°

3400

GS 3.00°

TCH 39°

4 NM Holding Pattern

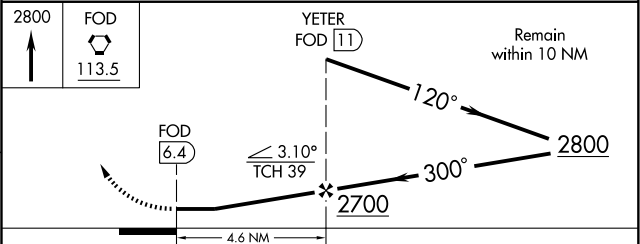
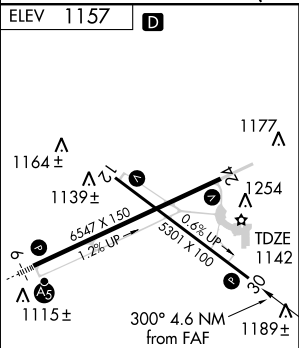
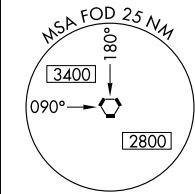
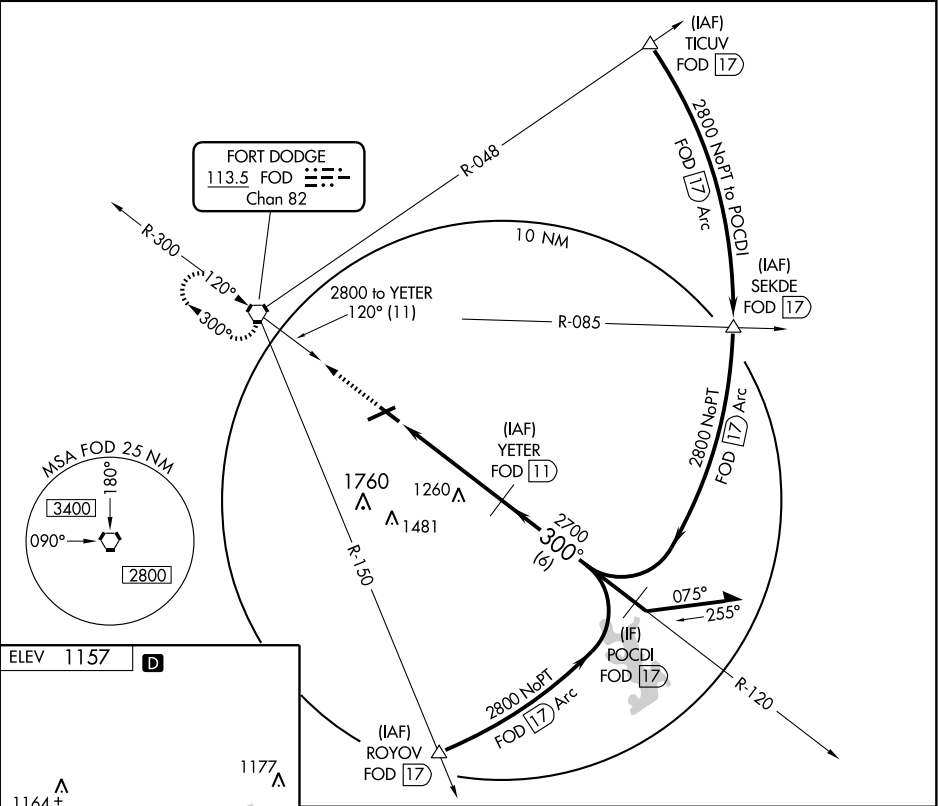
CATEGORY	A	B	C	D
LPV DA	1424-1	282 (300-1)		
LNAV/ VNAV DA	1474-1¼	332 (400-1¼)		
LNAV MDA	1520-1	378 (400-1)	1520-1¼	378 (400-1¼)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

VORTAC FOD 113.5 Chan 82	APP CRS 300°	Rwy Idg TDZE Apt Elev 5301 1142 1157
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VOR/DME RWY 30
FORT DODGE RGNL (FOD)

<p>⚠ If local altimeter setting not received, use Webster City altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climb to 2800 direct FOD VORTAC and hold.</p>
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AWOS-3 118.775	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.95 (CTAF) Ⓛ
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MIRL Rwy 12-30 **Ⓛ**
REIL Rwy 12, 24 and 30 **Ⓛ**
HIRL Rwy 6-24 **Ⓛ**

CATEGORY	A	B	C	D
S-30	1520-1 378 (400-1)			1520-1¼ 378 (400-1¼)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

VORTAC BRL
111.4
Chan 51

APP CRS
253°

Rwy Idg	TDZE	Apt Elev
1	10	10
2	10	10
3	10	10
4	10	10
5	10	10
6	10	10
7	10	10
8	10	10
9	10	10
10	10	10
11	10	10
12	10	10
13	10	10
14	10	10
15	10	10
16	10	10
17	10	10
18	10	10
19	10	10
20	10	10
21	10	10
22	10	10
23	10	10
24	10	10
25	10	10
26	10	10
27	10	10
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29	10	10
30	10	10
31	10	10
32	10	10
33	10	10
34	10	10
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100	10	10

N/A
N/A
724

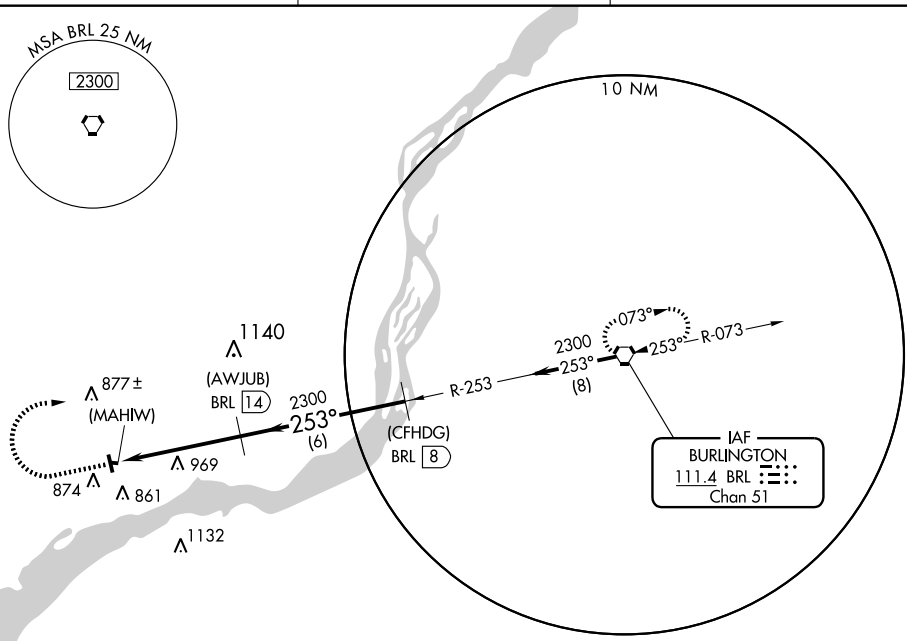
VOR/DME or GPS-A
FORT MADISON MUNI (FSW)

MISSED APPROACH: Climb to 2300 then right turn direct BRL VORTAC and hold.

AWOS-3
120,925

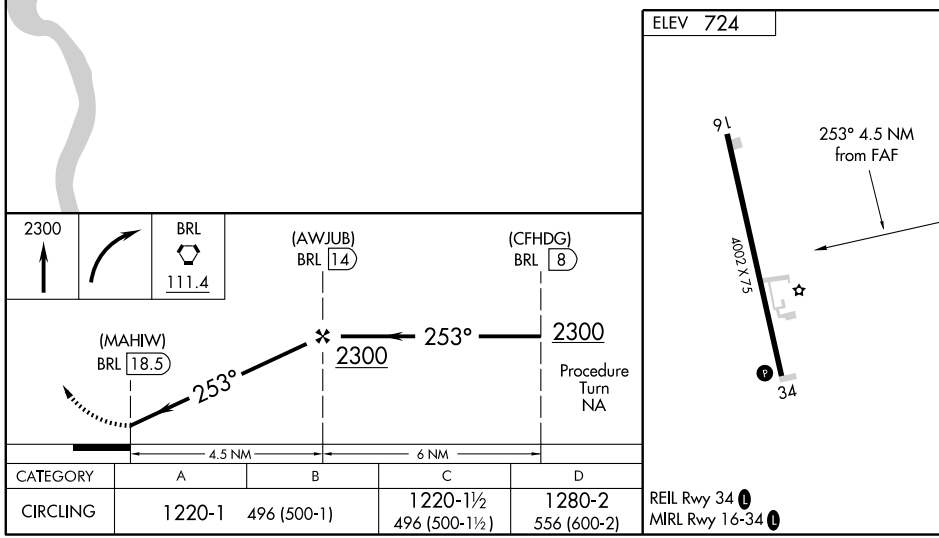
CHICAGO CENTER
135.6 316.1

UNICOM
122.8 (CTAF) **L**



NC-3, 17 DEC 2009 to 14 JAN 2010

ELEV 724



VORTAC BRL 111.4 Chan 51	APP CRS 161°	Rwy Idg TDZE Apt Elev	4002 713 724
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VOR/DME RNAV or GPS RWY 16

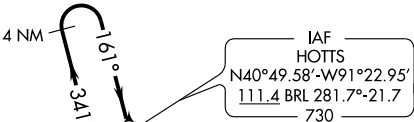
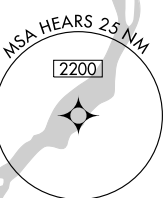
FORT MADISON MUNI (FSW)

MISSED APPROACH: Climb to 2300 then left turn direct HOTT'S WP and hold.

AWOS-3
120.925

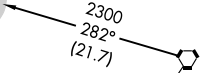
CHICAGO CENTER
135.6 316.1

UNICOM
122.8 (CTAF)

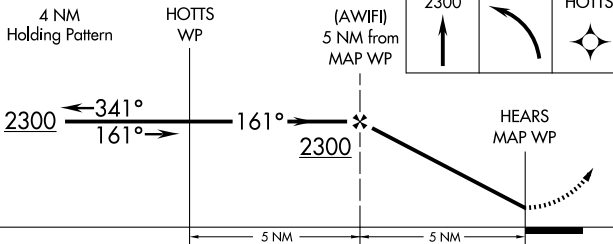
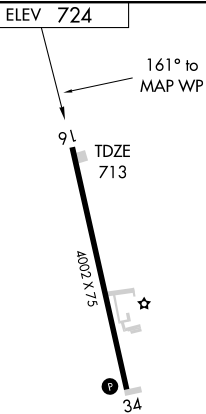


(FAF)
(AWIFI)
5 NM from MAP WP
N40°44.72'-W91°21.35'

MAP
HEARS
N40°39.87'-W91°19.76'
111.4 BRL 254.3°-18.8
730



BURLINGTON
111.4 BRL
Chan 51



CATEGORY	A	B	C	D
S-16	1180-1	467 (500-1)	1180-1¼ 467 (500-1¼)	1180-1½ 467 (500-1½)
CIRCLING	1220-1	496 (500-1)	1220-1½ 496 (500-1½)	1280-2 556 (600-2)

REIL Rwy 34
MIRL Rwy 16-34

VORTAC BRL
111.4
Chan 51

APP CRS
353°

Rwy Idg	4002
TDZE	720
Apt Elev	724


VOR/DME RNAV or GPS RWY 34
FORT MADISON MUNI (FSW)

MISSED APPROACH: Climb to 2300 then right turn direct
DRIBS WP and hold.

AWOS-3
120,925

CHICAGO CENTER
135.6 316.1

UNICOM
122.8 (CTAF) **L**

BURLINGTON
111.4 BRL 
Chn 51

MAP
FILLS
N40°39.23'-W91°19.57'
111.4 BRL 252.3°-18.7
730

(FAF)
(AWIRU)
5 NM from MAP WP -
N40°34.23'-W91°19.34'

IAF
DRIBS
N40°29.23'-W91°19.11'
111.4 BRL 226.8°-22.9
730

MSA FILLS 25 NM

2200

ELEV 724

2300

DRIBS

(AWIRU)
5 NM from

DRIB:

4 NM
Holding Pattern

FILLS
MAP WP

2300

$$\begin{array}{r} 173^\circ \rightarrow \\ -353^\circ \\ \hline 2300 \end{array}$$

94

4002 X 75

TDZ
72

1

MAP WP

CATEGORY	A	B	C	D
S-34	1300-1	580 (600-1)	1300-1½ 580 (600-½)	1300-1¾ 580 (600-¼)
CIRCLING	1300-1	576 (600-1)	1300-1½ 576 (600-½)	1300-2 576 (600-2)

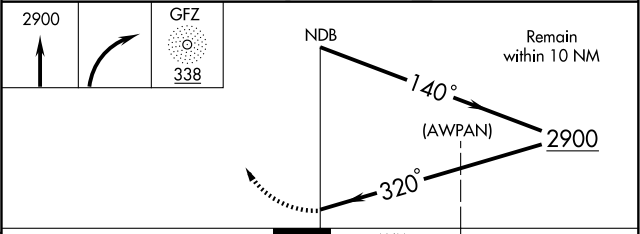
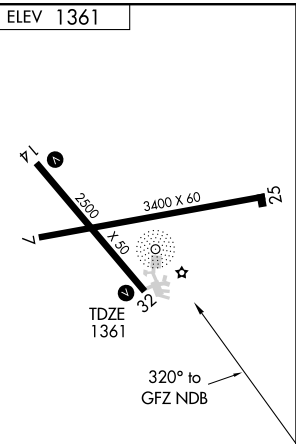
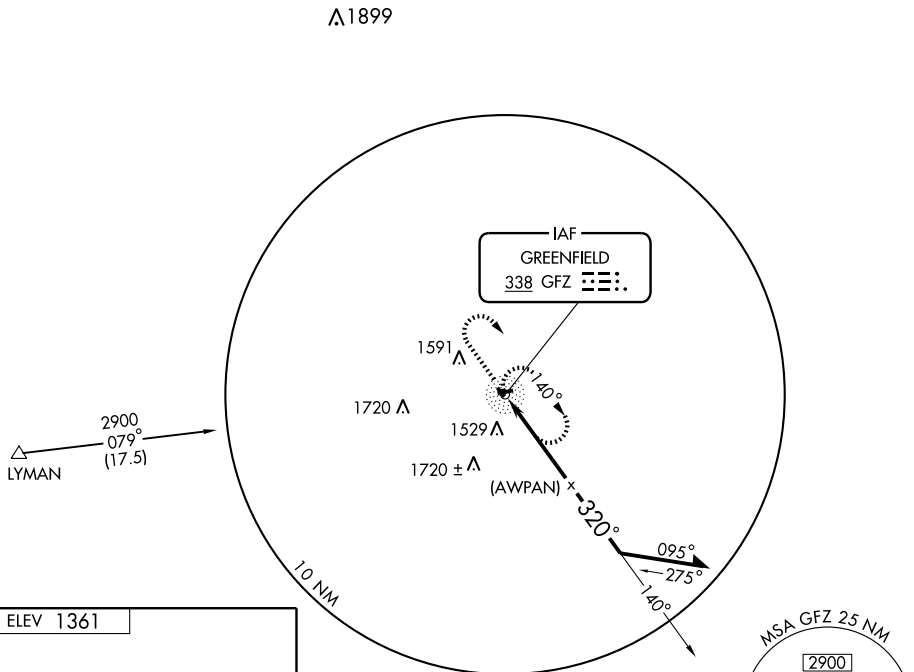
REIL Rwy 34 **L**
MIRL Rwy 16-34 **L**

NDB GFZ	APP CRS	Rwy Idg	2500
338	320°	TDZE	1361
		Apt Elev	1361

NDB or GPS RWY 32

GREENFIELD MUNI (GFZ)

Use Creston altimeter setting; if not received, use Des Moines altimeter setting and increase all MDA's 80 feet.	MISSED APPROACH: Climb to 2900 then right turn direct GFZ NDB and hold.
MINNEAPOLIS CENTER 125.65 306.950	(CTAF) 122.9



REIL Rwy 14 and 32
MIRL Rwy 7-25 and 14-32

CATEGORY	A	B	C	D
S-32	2000-1	639 (700-1)		NA
CIRCLING	2000-1	639 (700-1)		NA

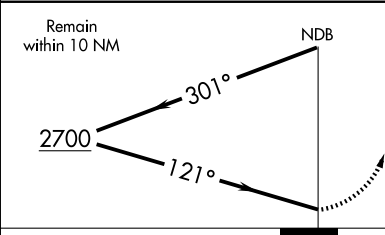
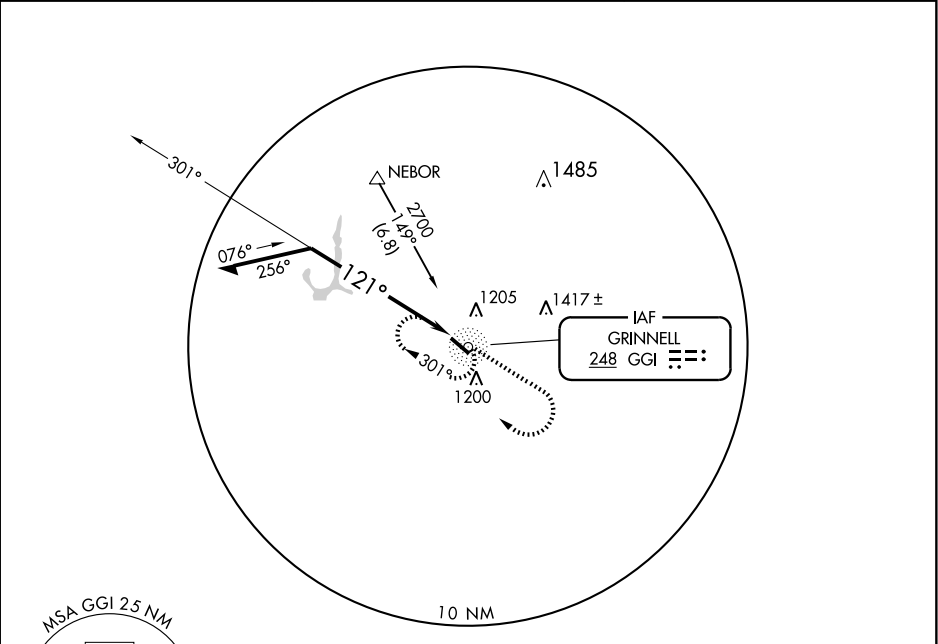
NDB RWY 13
GRINNELL RGNL (GGI)

NDB GGI 248	APP CRS 121°	Rwy Idg TDZE Apt Elev	5000 1005 1008
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⚠ When local altimeter setting not received, use Newton altimeter setting and increase all MDAs 40 feet.
⚠ Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2700 then right turn direct GGI NDB and hold.

AWOS-3 120.725	CHICAGO CENTER 127.05 319.8	UNICOM 122.8 (CTAF) 0
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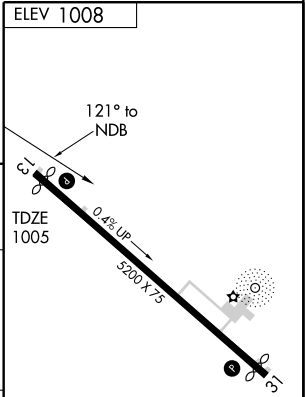
2700

↑

↻

GGI

248



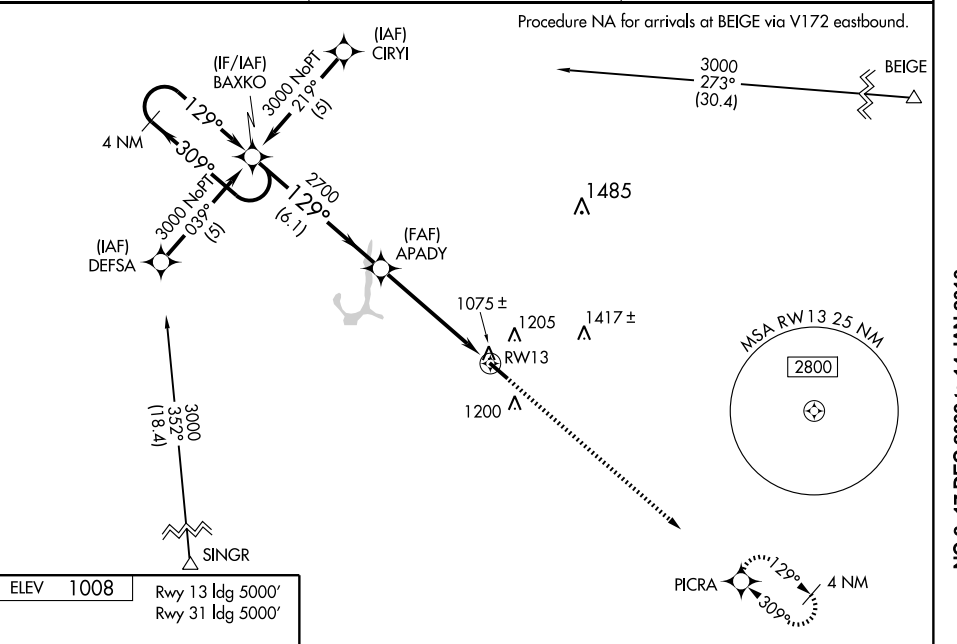
CATEGORY	A	B	C	D
S-13	1620-1	615 (700-1)	1620-1¾ 615 (700-1¾)	NA
CIRCLING	1620-1	612 (700-1)	1620-1¾ 612 (700-1¾)	NA

REIL Rwy 13 and 31 0
MIRL Rwy 13-31 0

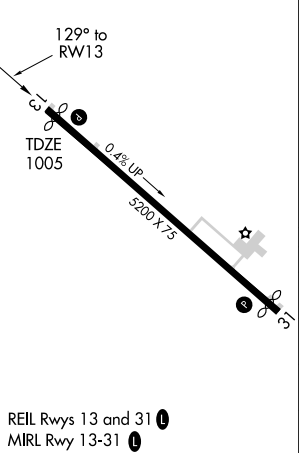
⚠ When local altimeter setting not received, use Newton altimeter setting and increase all DAs 38 feet and all MDAs 40 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Newton altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct PICRA and hold.

AWOS-3 120.725	CHICAGO CENTER 127.05 319.8	UNICOM 122.8 (CTAF) 0
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ELEV 1008	Rwy 13 Idg 5000' Rwy 31 Idg 5000'
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4 NM Holding Pattern		BAXKO	3000	PICRA
3000		309°	129°	
GS 3.00° TCH 34		6.1 NM	5.2 NM	RWY 13
CATEGORY	A	B	C	D
LPV DA	1284-1 279 (300-1)			NA
LNAV/VNAV DA	1415-1½ 410 (500-1½)			NA
LNAV MDA	1480-1	475 (500-1)	1480-1¼ 475 (500-1¼)	NA
CIRCLING	1620-1	612 (700-1)	1620-1¾ 612 (700-1¾)	NA

REIL Rwy 13 and 31 0
MIRL Rwy 13-31 0

APP CRS	Rwy Idg	5000
309°	TDZE	1008
	Apt Elev	1008

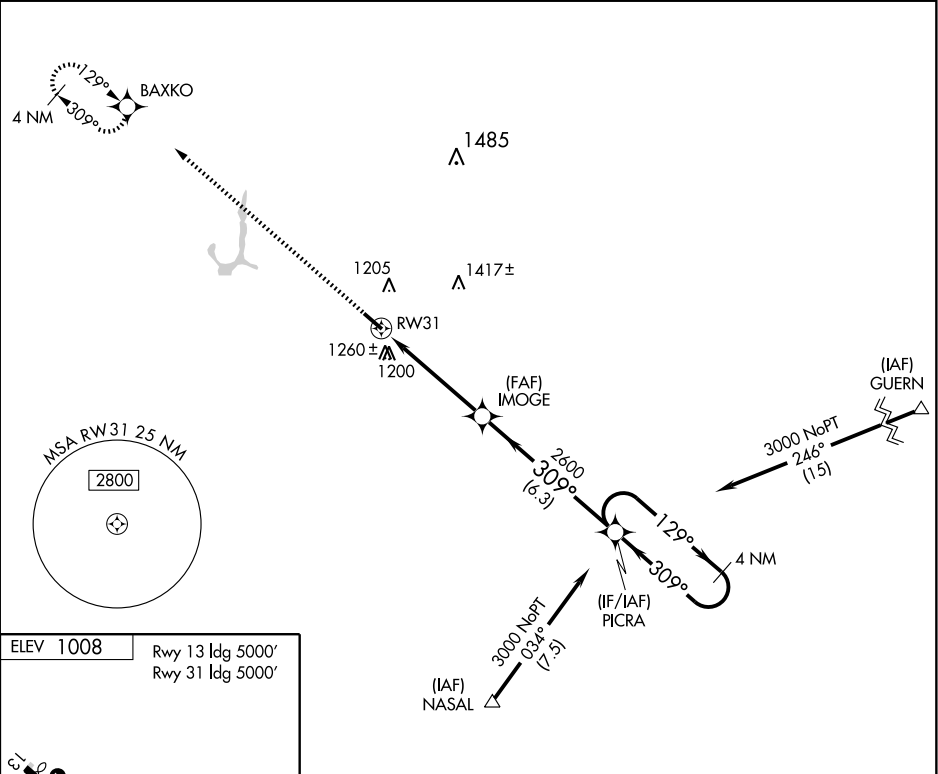
RNAV (GPS) RWY 31

GRINNELL RGNL (GGI)

⚠ When local altimeter setting not received, use Newton altimeter setting and increase all MDAs 40 feet.
⚠ Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct BAXKO and hold.

AWOS-3 120.725	CHICAGO CENTER 127.05 319.8	UNICOM 122.8 (CTAF) 📻
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ELEV 1008

Rwy 13 Idg 5000'
Rwy 31 Idg 5000'

REIL Rwy 13 and 31 **📻**
MIRL Rwy 13-31 **📻**

Procedure NA for arrivals at NASAL via V6-8 westbound.

3000 BAXKO

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	1560-1	552 (600-1)	1560-1½ 552 (600-1½)	NA
CIRCLING	1620-1	612 (700-1)	1620-1¾ 612 (700-1¾)	NA

VOR/DME TNU 112.5 Chan 72	APP CRS 282°	Rwy Idg TDZE Apt Elev	5000 1008 1008
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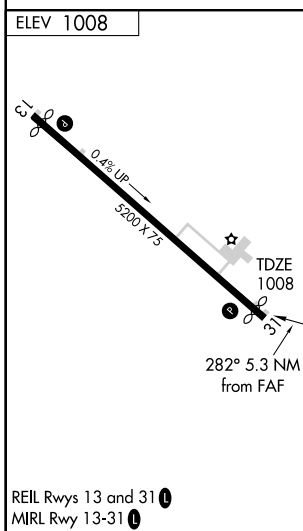
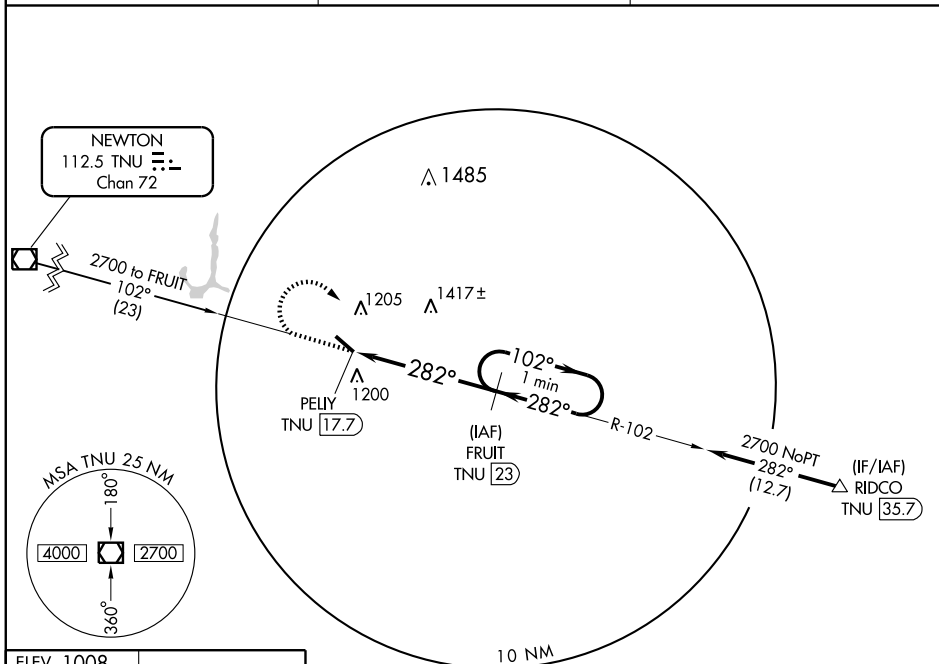
VOR/DME RWY 31

GRINNELL RGNL (GGI)

⚠ When local altimeter setting not received, use Newton
altimeter setting and increase all MDAs 40 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2700 then right turn via
TNU VOR/DME R-102 to FRUIT/TNU 23 DME and hold.

AWOS-3 120.725	CHICAGO CENTER 127.05 319.8	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrivals at RIDCO via V294 northeast bound.

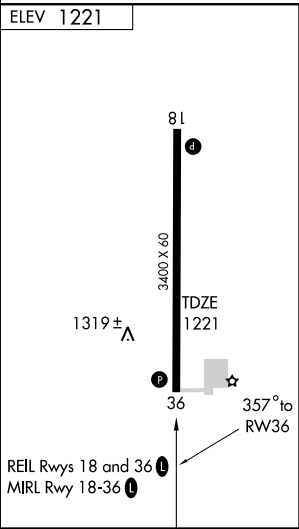
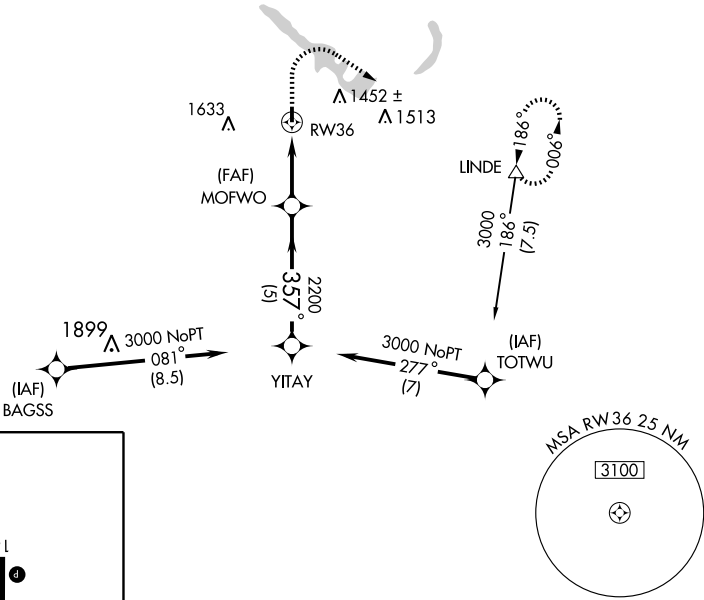
2700	FRUIT TNU 23	FRUIT TNU 23	One Minute Holding Pattern	
TNU R-102	PELIY TNU 17.7	282°	102° → 2700 ← 282°	VGSI and descent angles not coincident.
5.3 NM				
CATEGORY	A	B	C	D
S-31	1680-1	672 (700-1)	1680-2 672 (700-2)	NA
CIRCLING	1680-1	672 (700-1)	1680-2 672 (700-2)	NA

GPS RWY 36

GUTHRIE CENTER/GUTHRIE COUNTY RGNL (GCT)

APP CRS	Rwy Idg	3400
357°	TDZE	1221
	Apt Elev	1221

Use Audubon County altimeter setting. ▲ NA	MISSED APPROACH: Climb to 2500, then climbing right turn to 5500 direct LINDE Int and hold.
DES MOINES APP CON 135.2 360.7	UNICOM 122.8 (CTAF) 1



	2500	5500	LINDE ▲	
CATEGORY	A	B	C	D
S- 36	1640-1	419 (500-1)	NA	
CIRCLING	1720-1	499 (500-1)	NA	

NDB GCT <u>516</u>	APP CRS 170°	Rwy Idg 3400 TDZE 1221 Apt Elev 1221
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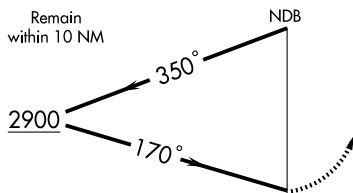
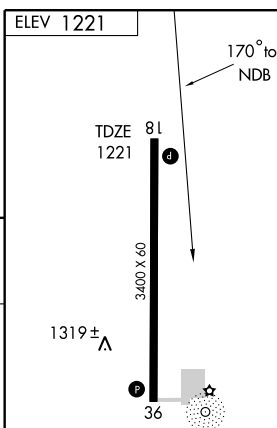
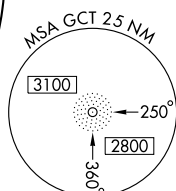
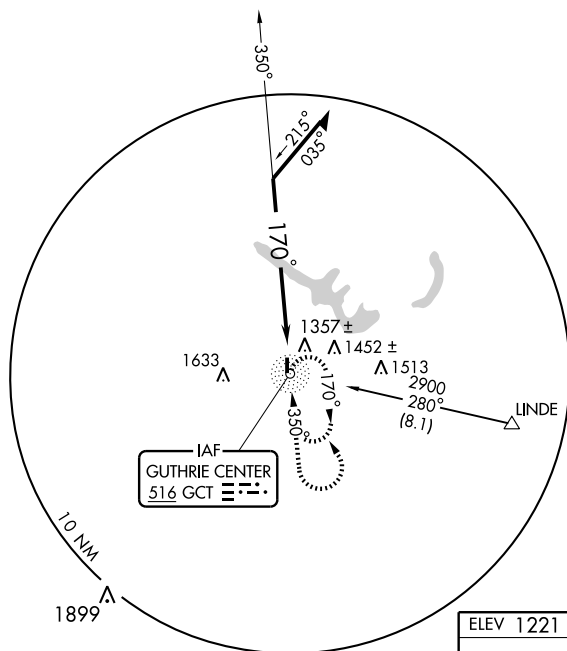
NDB RWY 18

GUTHRIE CENTER/ GUTHRIE COUNTY RGNL (GCT)

Use Audubon County altimeter setting.

MISSED APPROACH: Climb to 2700, then climbing left turn to 2900 direct GCT NDB and hold.

DES MOINES APP CON
135.2 360.7

UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
S-18	1780-1	559 (600-1)		NA
CIRCLING	1780-1	559 (600-1)		NA

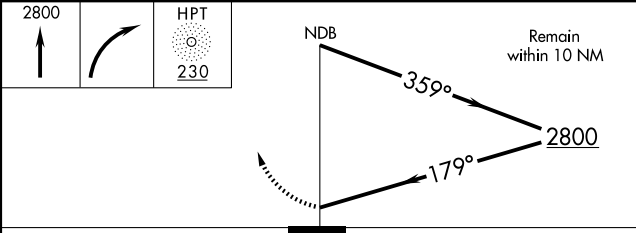
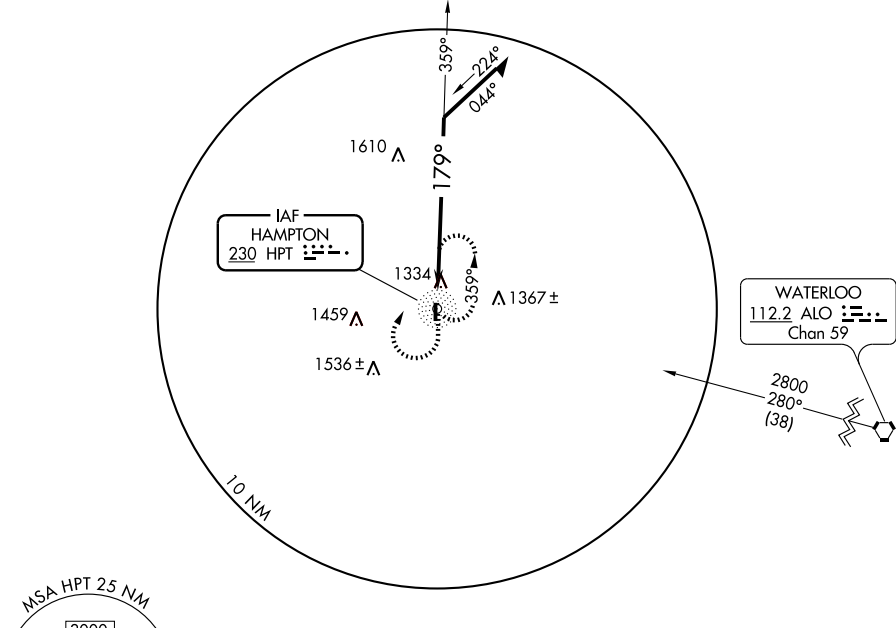
REIL Rwy 18 and 36 L

MIRL Rwy 18-36 L

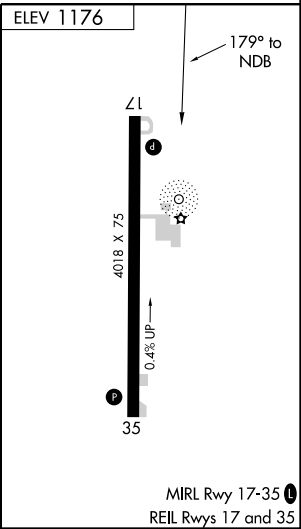
NDB RWY 17
HAMPTON MUNI (HPT)

NDB HPT 230	APP CRS 179°	Rwy Idg TDZE Apt Elev	4018 1176 1176
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<div><div><div></div><div>NA</div></div><div>Use Mason City altimeter setting.</div></div>	MISSED APPROACH: Climb to 2800 then right turn direct HPT NDB and hold.
MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.7 (CTAF) 0



CATEGORY	A	B	C	D
S-17	2080-1¼ 904 (1000-1¼)		NA	
CIRCLING	2080-1¼ 904 (1000-1¼)		NA	



RNAV (GPS) RWY 17
HAMPTON MUNI (HPT)

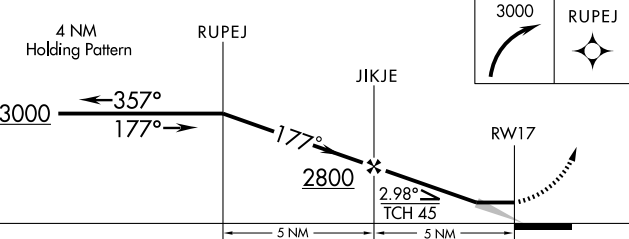
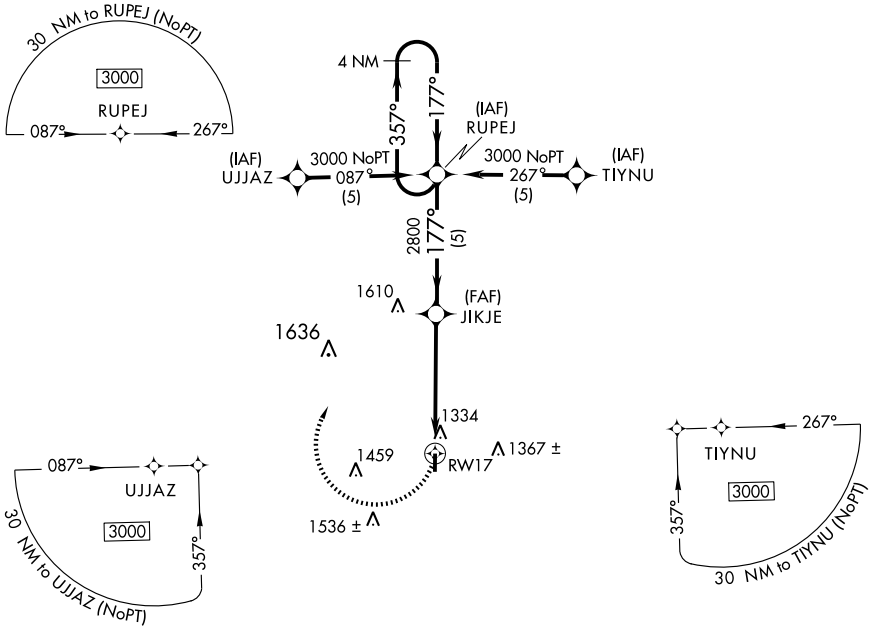
APP CRS	Rwy Idg	4018
177°	TDZE	1176
	Apt Elev	1176

▼ Use Mason City altimeter setting.
▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

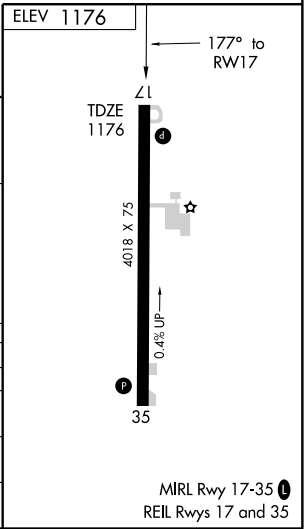
MISSED APPROACH: Climbing right turn to 3000 direct RUPEJ WP and hold.

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.7 (CTAF) 0



CATEGORY	A	B	C	D
GLS DA			NA	
LNAV/ VNAV DA			NA	
LNAV MDA	1660-1	484 (500-1)		NA
CIRCLING	1740-1 564 (600-1)	1860-1 684 (700-1)		NA



RNAV (GPS) RWY 35

HAMPTON MUNI (HPT)

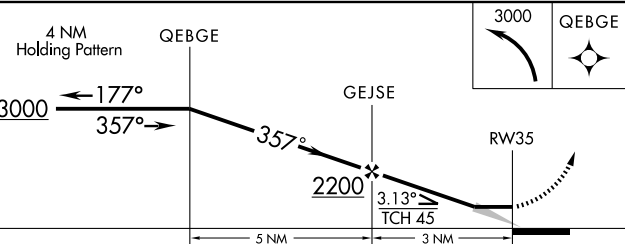
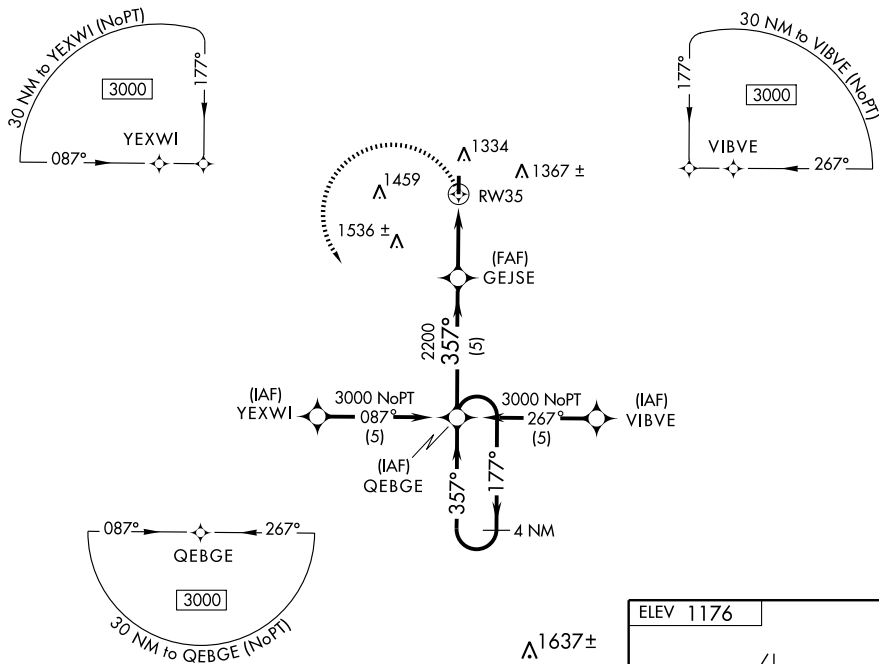
APP CRS	Rwy Idg	4018
357°	TDZE	1175
	Apt Elev	1176

Use Mason City altimeter setting.
 GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

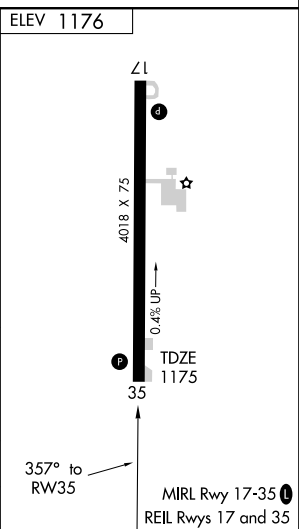
MISSED APPROACH: Climbing left turn to 3000 direct QEBGE WP and hold.

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.7 (CTAF) 0



CATEGORY	A	B	C	D
GLS DA			NA	
LNAV/VNAV DA			NA	
LNAV MDA	1880-1	705 (800-1)		NA
CIRCLING	1880-1	704 (800-1)		NA



VORTAC MCW
114.9
Chan **96**

APP CRS
343°

Rwy Idg **4018**
TDZE **1175**
Apt Elev **1176**

VOR/DME RWY 35
HAMPTON MUNI (HPT)

NA

Use Mason City alimeter setting.

MISSED APPROACH: Climb to 3000 then right turn via MCW R-163 to HAAMP/28 DME and hold.

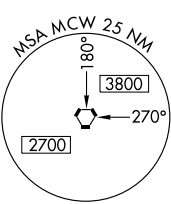
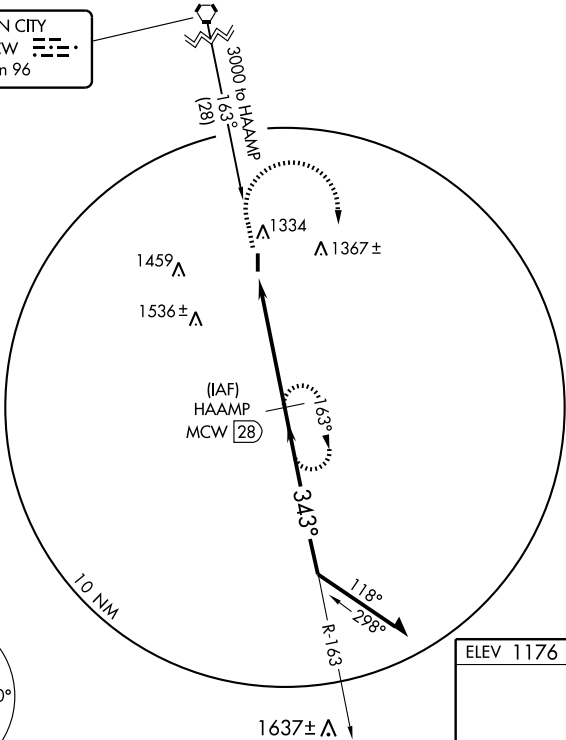
MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.7 (CTAF)

MASON CITY

114.9 MCW

Chan 96



3000
↑

MCW R-163
114.9

HAAMP MCW 28

Remain within 10 NM

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
S-35	1880-1 705 (800-1)	1880-1¼ 705 (800-1¼)	NA	
CIRCLING	1880-1 704 (800-1)	1880-1¼ 704 (800-1¼)	NA	

ELEV 1176

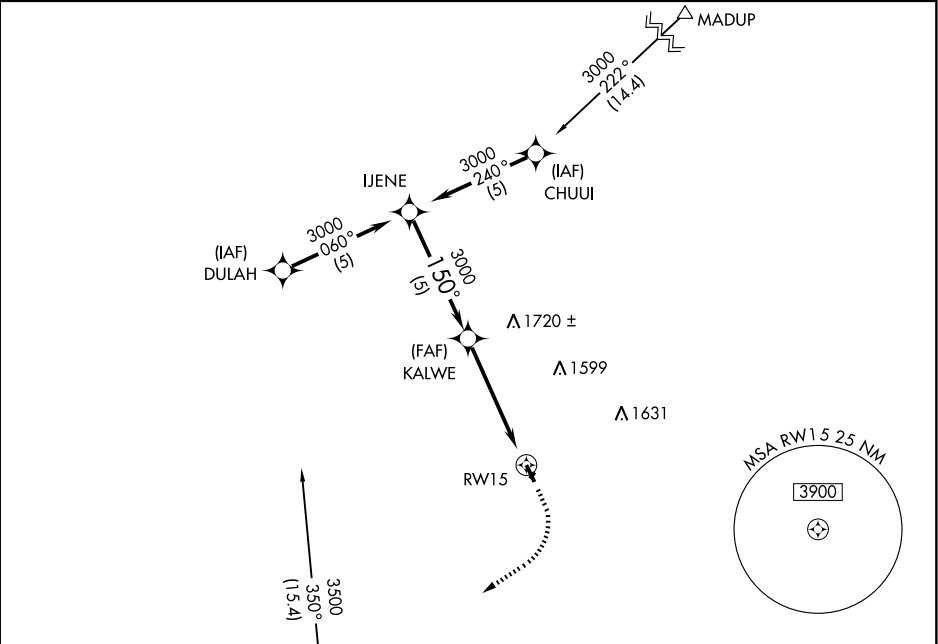
REIL Rws 17 and 35
MIRL Rwy 17-35

APP CRS	Rwy Idg	4100
150°	TDZE	1231
	Apt Elev	1231

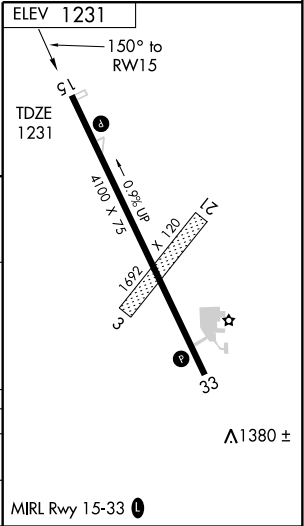

NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 3600 direct GLENE and hold.

AWOS-3 118.325	OMAHA APP CON 124.5 263.0	UNICOM 122.8 (CTAF) 
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IJENE		KALWE		<div>2000 ↑</div>	<div>3600 ↷</div>	<div>GLENE △</div>
<u>3000</u>		150°		VGSI and descent angle not coincident.		
Procedure Turn NA		<u>3000</u>		3.27° TCH 34		
5 NM		5 NM		RW15		
CATEGORY	A	B	C	D		
S-15	1780-1	549 (600-1)	NA			
CIRCLING	1780-1	549 (600-1)	NA			



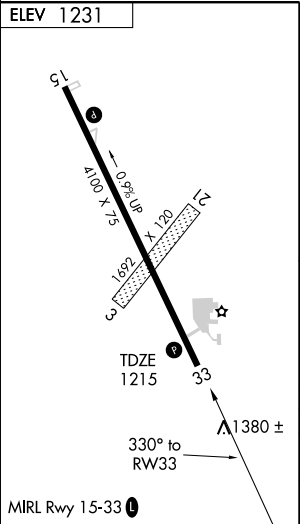
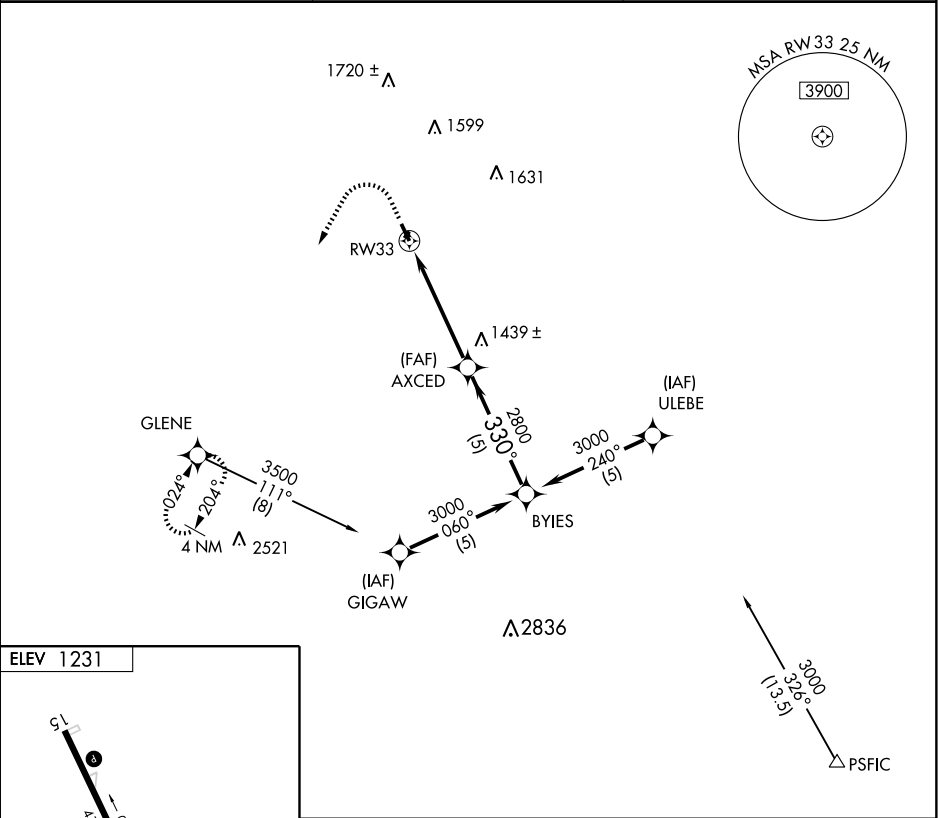
GPS RWY 33
HARLAN MUNI (HNR)

APP CRS	Rwy Idg	4100
330°	TDZE	1215
	Apt Elev	1231



MISSED APPROACH: Climb to 2000, then climbing left turn to 3500 direct GLENE WP and hold.

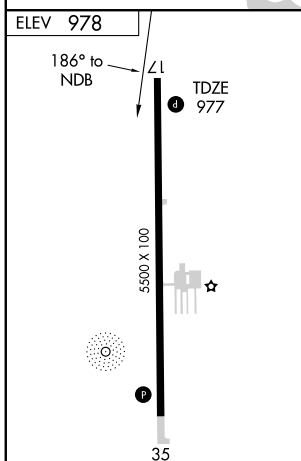
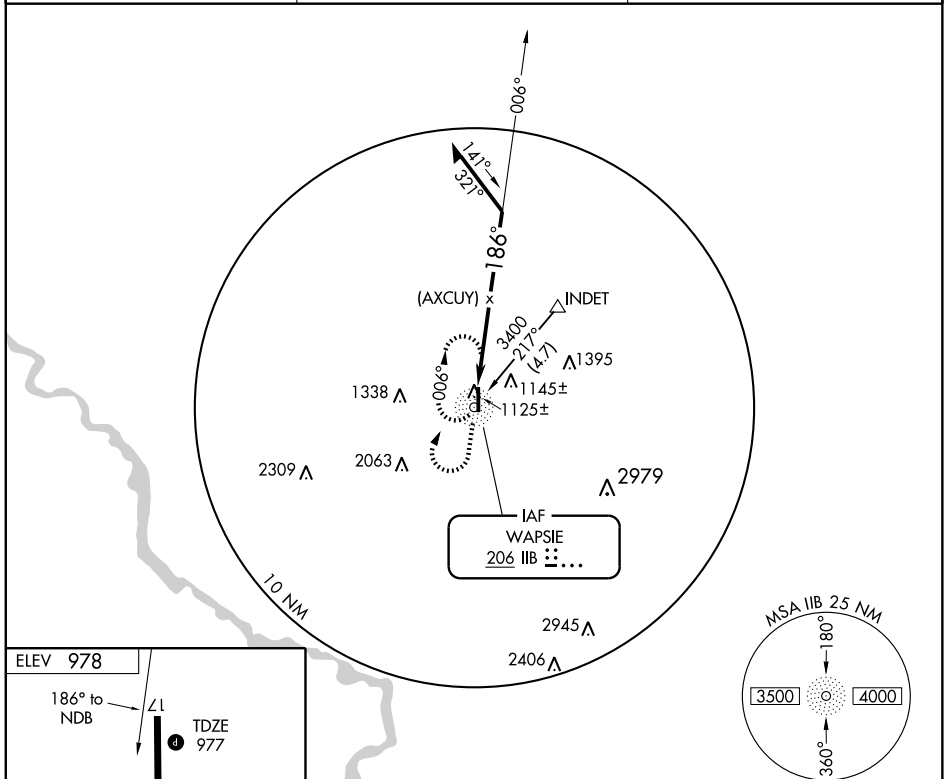
AWOS-3 118.325	OMAHA APP CON 124.5 263.0	UNICOM 122.8 (CTAF) 0
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	2000	3500	GLENE	
			AXCED	BYIES
			2800	3000
			≤ 2.96° TCH 34	Procedure Turn NA
			5 NM	5 NM
CATEGORY	A	B	C	D
S-33	1640-1	425 (500-1)	NA	NA
CIRCLING	1780-1	549 (600-1)	NA	NA

 NA	Use Waterloo altimeter setting.	MISSED APPROACH: Climb to 3100 via IIB 186° bearing then right turn direct IIB NDB and hold.
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AWOS-3 120.825	WATERLOO APP CON ★ 118.9 251.15	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-17	1640-1	663 (700-1)	1640-1 $\frac{3}{4}$ 663 (700-1 $\frac{3}{4}$)	NA
CIRCLING	1640-1	663 (700-1)	1640-1 $\frac{3}{4}$ 663 (700-1 $\frac{3}{4}$)	NA

Remain within 10 NM

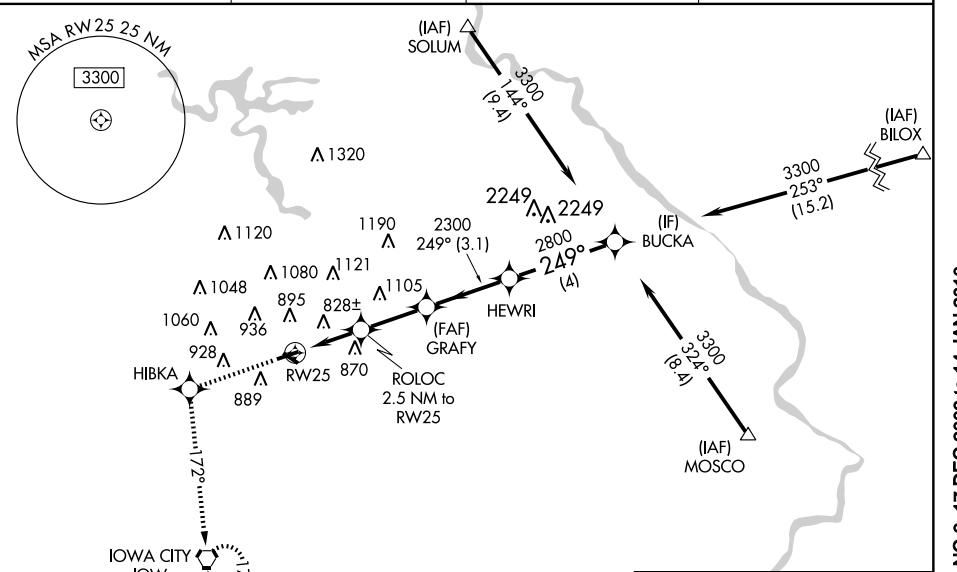
▼

▲

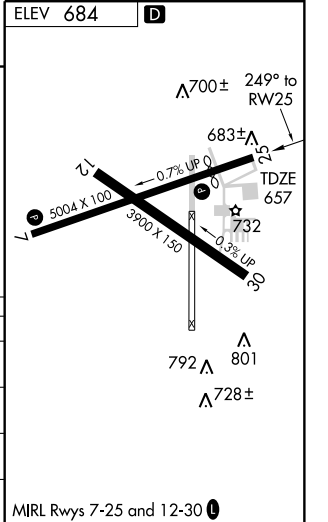
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Cedar Rapids altimeter setting and increase all DA 66 feet and LPV and LNAV/VNAV all Cats visibility ½ mile, increase all MDA 80 feet.
Baro-VNAV and VDP NA when using Cedar Rapids altimeter setting.

MISSED APPROACH: Climb to 2600 direct HIBKA and via 172° track to IOW VORTAC and hold.

ASOS 128.075	CEDAR RAPIDS APP CON★ 119.7 266.8	CLNC DEL 119.05	UNICOM 122.8 (CTAF) 0
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2600	HIBKA	172° track	IOW	BUCKA
↑	✧	→	⬢	
*LNAV only				
RW25 2.5 NM to RW25				
*1.6 NM to RW25				
1.6 NM 0.9 NM 2.5 NM 3.1 NM 4 NM				
CATEGORY	A	B	C	D
LPV DA	1051-1½	394 (400-1½)		NA
LNAV/VNAV DA	1161-1¾	504 (500-1¾)		NA
LNAV MDA	1200-1	543 (600-1)		NA
CIRCLING	1260-1	576 (600-1)		NA



NC-3. 17 DEC 2009 to 14 JAN 2010

▼

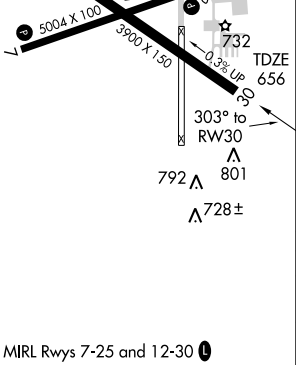
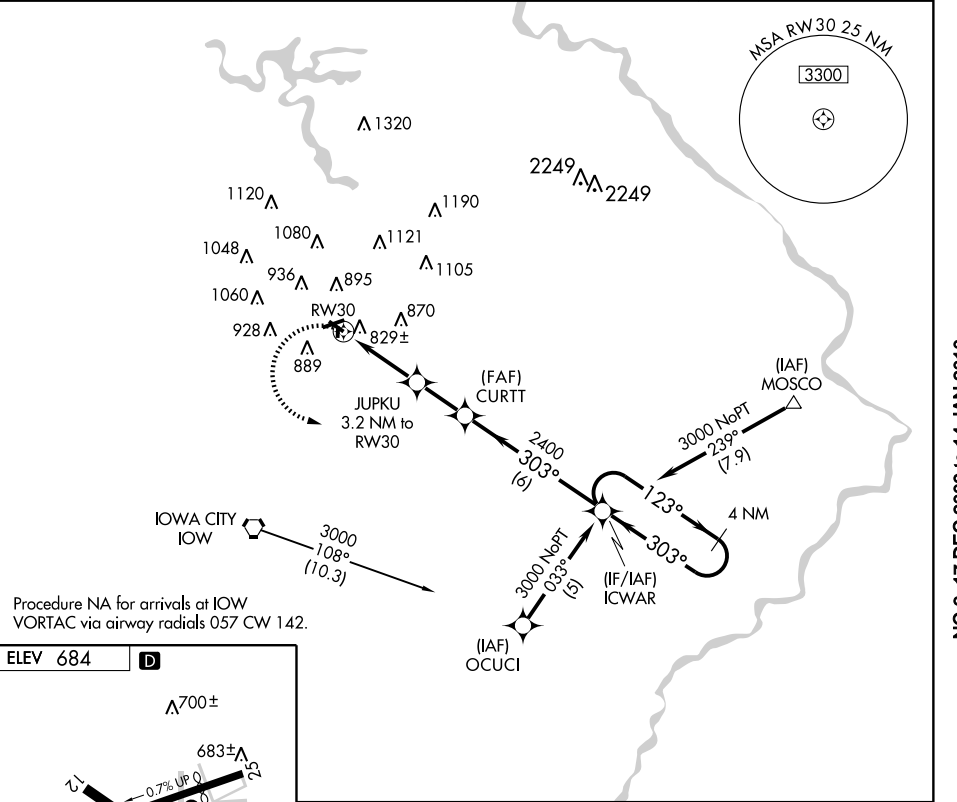
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

▲

When local altimeter setting not received, use Cedar Rapids altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing left turn to 3000 direct ICWAR and hold.

ASOS 128.075	CEDAR RAPIDS APP CON ★ 119.7 266.8	CLNC DEL 119.05	UNICOM 122.8 (CTAF) 0
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	3000	ICWAR	JUPKU 3.2 NM to RW30	CURTT	ICWAR	4 NM Holding Pattern
			≤ 3.04° TCH 40	2400	123° → 3000	
			1720		← 303°	
			3.2 NM	2.1 NM	6 NM	
CATEGORY	A	B	C	D		
LNAV MDA	1100-1 444 (500-1)				NA	
CIRCLING	1260-1 576 (600-1)				NA	

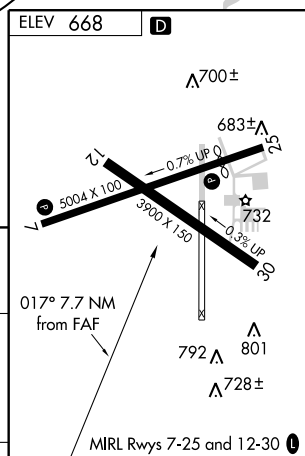
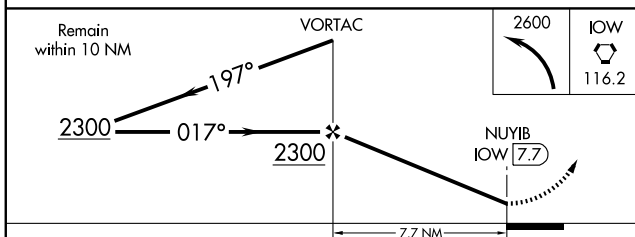
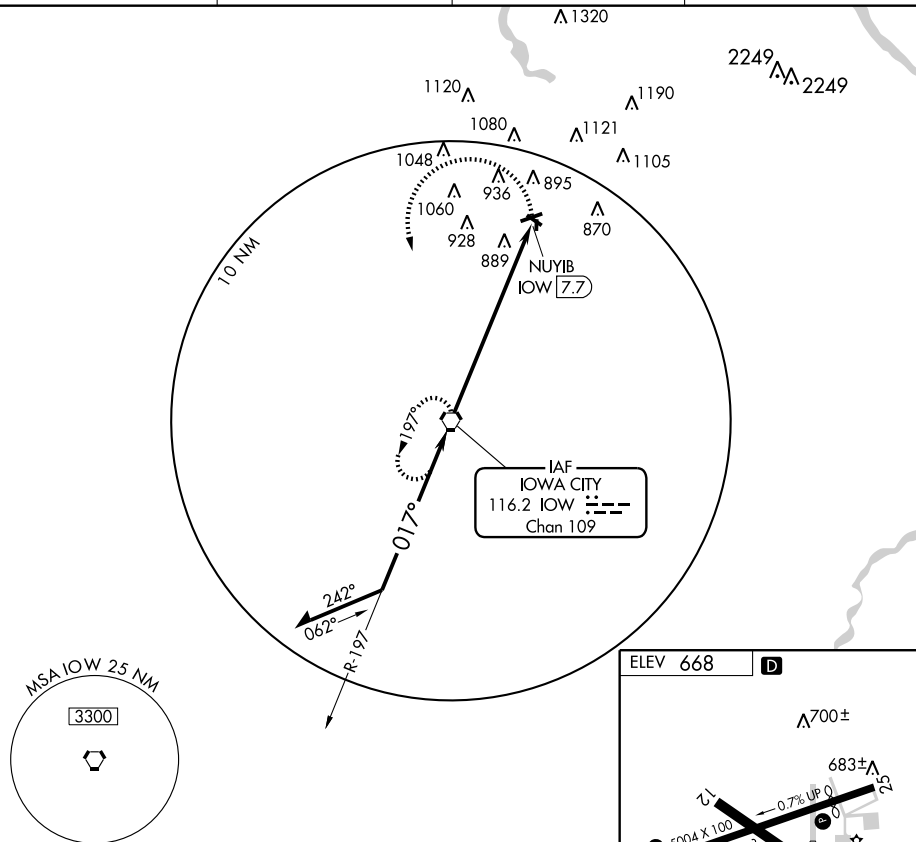
VORTAC IOW 116.2 Chan 109	APP CRS 017°	Rwy Idg TDZE Apt Elev	N/A N/A 668
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VOR-A
IOWA CITY MUNI (IOW)

T If local altimeter setting not received, use Cedar Rapids
A altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 2600 direct IOW VORTAC and hold.

ASOS 128.075	CEDAR RAPIDS APP CON ★ 119.7 266.8	CLNC DEL 119.05	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D	FAF to MAP 7.7 NM					
CIRCLING	1280-1 612 (700-1)		NA		Knots	60	90	120	150	180
					Min:Sec	7:42	5:08	3:51	3:05	2:34

NDB RWY 31
IOWA FALLS MUNI (IFA)

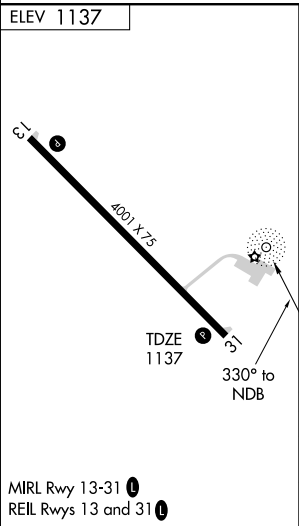
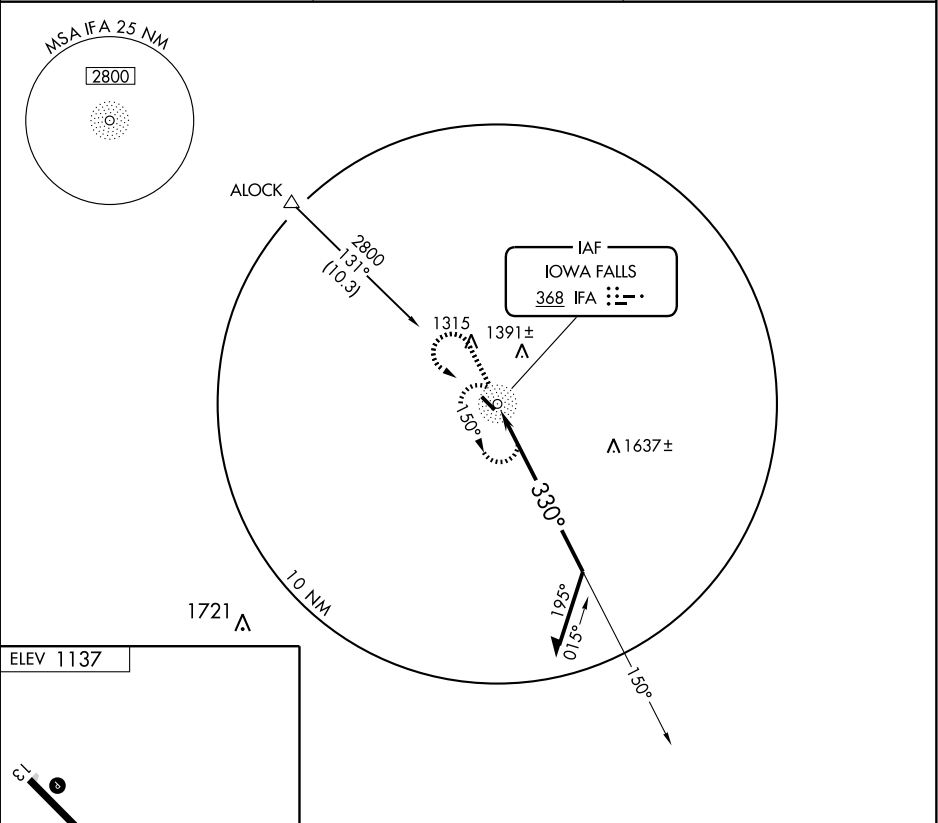
NDB IFA 368	APP CRS 330°	Rwy Idg TDZE Apt Elev	4001 1137 1137
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⚠ **NA**

When local altimeter setting not received, use Webster City altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2800 then left turn direct IFA NDB and hold.

AWOS 120.425	WATERLOO APP CON ★ 118.9	UNICOM 122.8 (CTAF) 1
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2800

IFA 368

NDB

Remain within 10 NM

150°

2800

330°

CATEGORY	A	B	C	D
S-31	1720-1	583 (600-1)	NA	
CIRCLING	1720-1	583 (600-1)	NA	

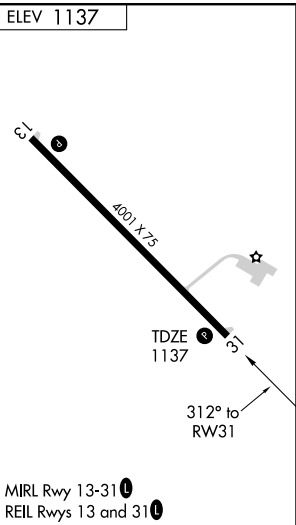
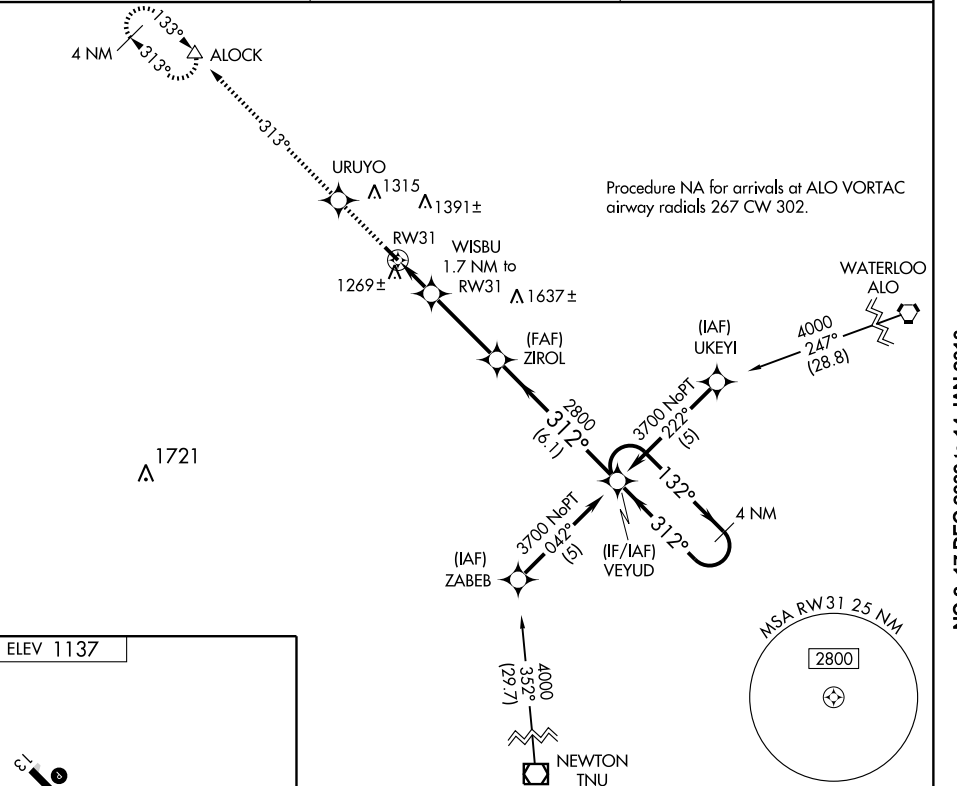
⚠ DME/DME RNP- 0.3 NA.

⚠ When local altimeter setting not received, use Webster City altimeter setting and increase all MDA 80 feet.

VDP NA when using Webster City altimeter setting.

MISSED APPROACH: Climb to 4000 direct URUYO and via 313° track to ALOCK and hold, continue climb-in-hold to 4000.

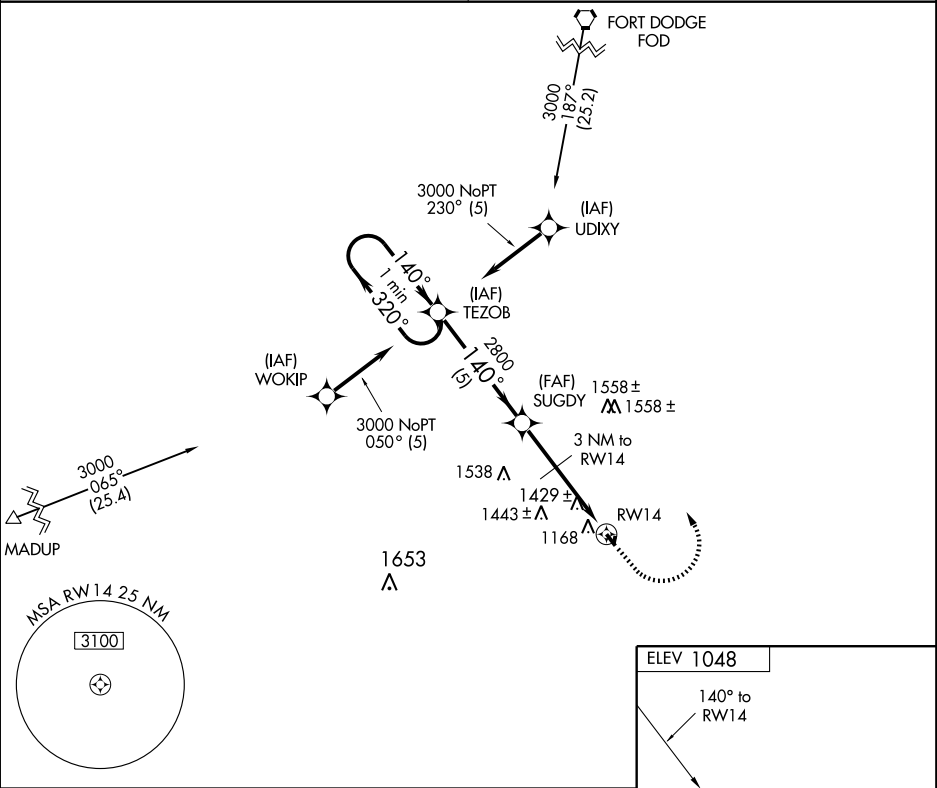
AWOS 120.425	WATERLOO APP CON ★ 118.9	UNICOM 122.8 (CTAF) 0
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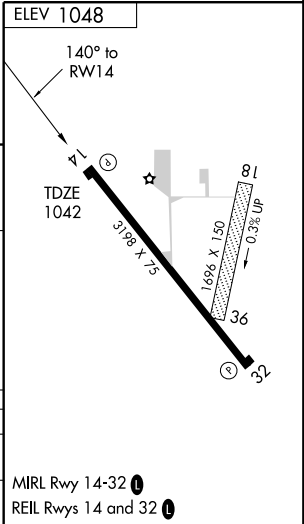
4000	URUYO	313° track	ALOCK	VEYUD	4 NM Holding Pattern
<p>WISBU 1.7 NM to RW31</p> <p>RW31 1.1 NM to RW31</p> <p>ZIROL</p> <p>2800</p> <p>1720</p> <p>312°</p> <p>132°</p> <p>3700</p> <p>VGSI and descent angles not coincident.</p>					
1.1 NM 0.6 NM 3.3 NM 6.1 NM					
CATEGORY	A		B		D
LNAV MDA	1520-1 383 (400-1)				NA
CIRCLING	1600-1 463 (500-1)				NA

APP CRS	Rwy Idg	3198
140°	TDZE	1042
	Apt Elev	1048

<div><div><div></div><div>NA</div></div><div>Use Arthur N. Neu altimeter setting.</div></div>	MISSED APPROACH: Climb to 2300, then climbing left turn to 3000 direct TEZOB WP and hold.
MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0



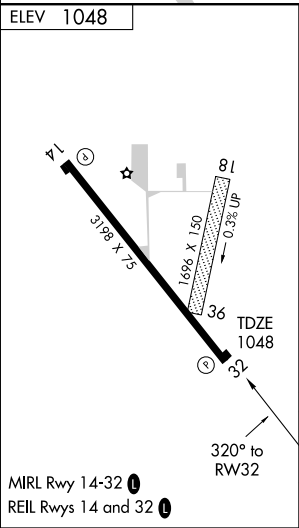
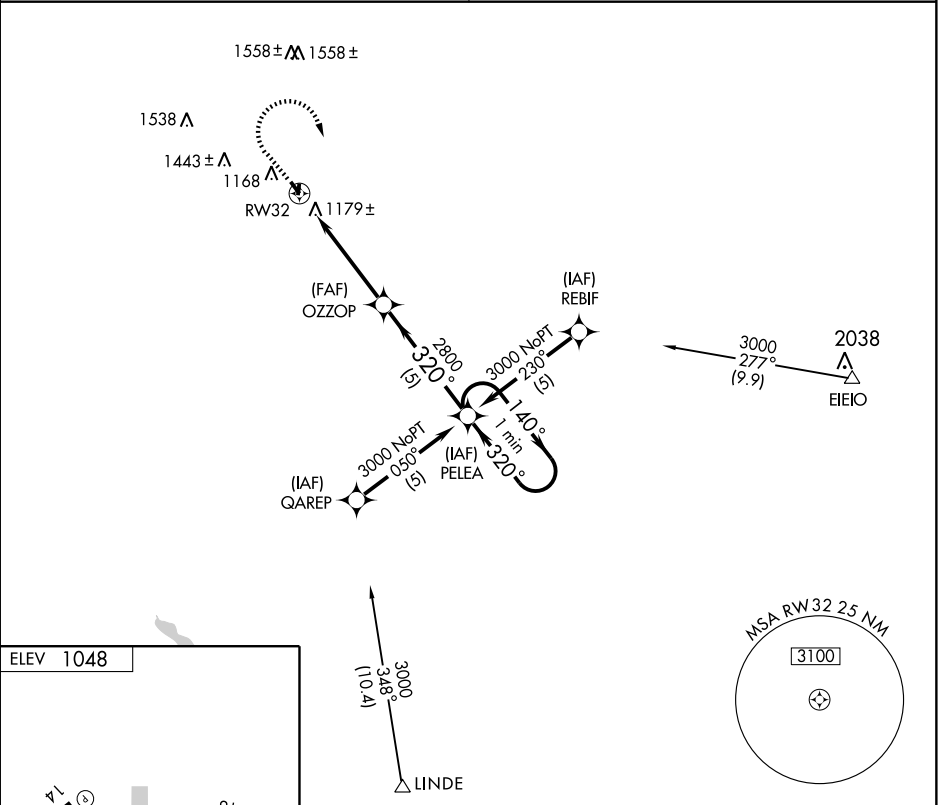
One Minute Holding Pattern				
TEZOB				
SUGDY				
3000				
140°				
320°				
2800				
140°				
3.24°				
TCH 40				
2020				
RWY 14				
5 NM				
2 NM				
3 NM				
CATEGORY	A	B	C	D
S-14	1800-1 758 (800-1)	1800-1¼ 758 (800-1¼)	NA	
CIRCLING	1800-1 752 (800-1)	1860-1¼ 812 (900-1¼)	NA	



MIRL Rwy 14-32 0
REIL Rwy 14 and 32 0

APP CRS	Rwy Idg	3198
320°	TDZE	1048
	Apt Elev	1048

<div><div><div></div><div>NA</div></div><div>Use Arthur N. Neu altimeter setting.</div></div>	MISSED APPROACH: Climb to 2000, the climbing right turn to 3000 direct PELEA WP and hold.
MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0

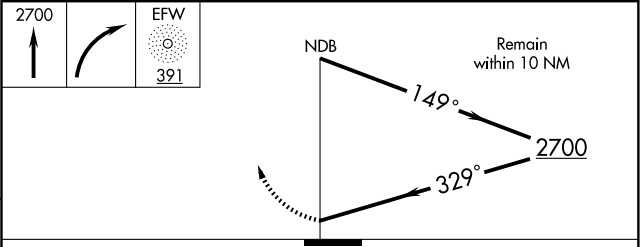
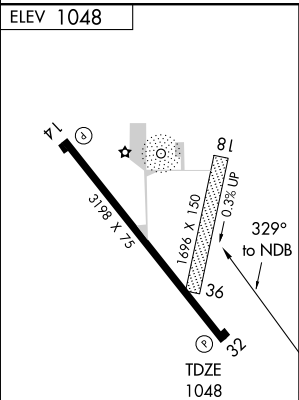
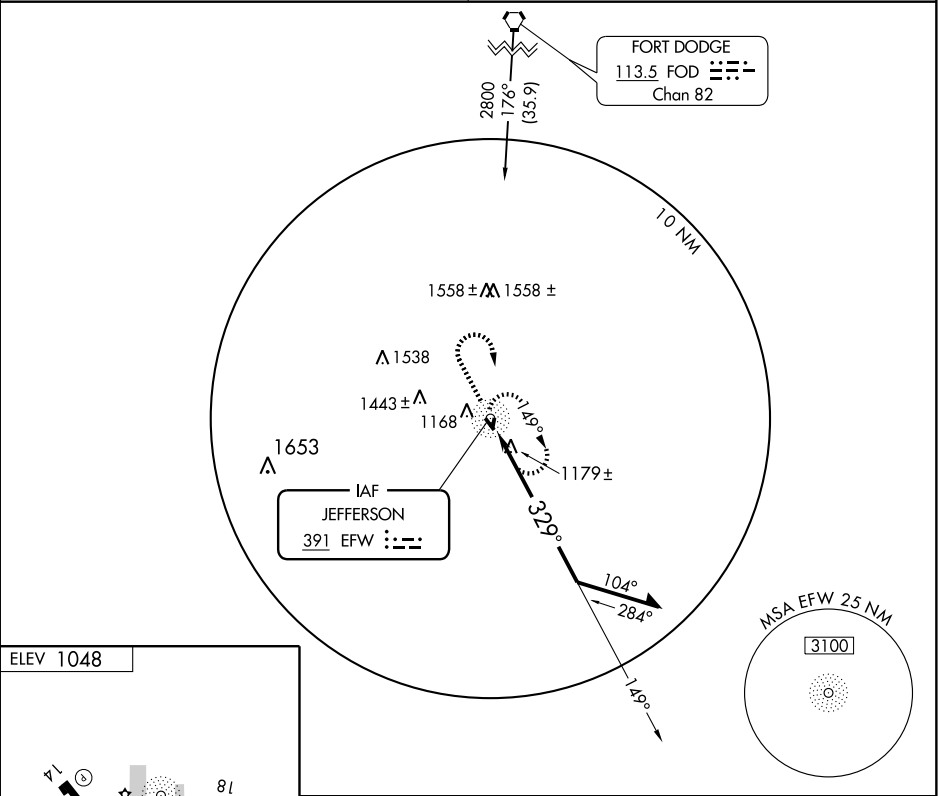


<div><div>2000</div><div>3000</div><div>PELEA</div></div> <div><div>OZZOP</div><div>PELEA</div></div> <div>One Minute Holding Pattern</div>

NDB RWY 32
JEFFERSON MUNI (EFW)

NDB EFW	APP CRS	Rwy Idg	3198
391	329°	TDZE	1048
		Apt Elev	1048

<div><div><div></div><div>NA</div></div><div>Use Arthur N. Neu altimeter setting.</div></div>	MISSED APPROACH: Climb to 2700 then right turn direct EFW NDB and hold.
MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-32	1640-1	592 (600-1)	NA	
CIRCLING	1740-1 692 (700-1)	1860-1¼ 812 (900-1¼)	NA	

REIL Rwy 14 and 32 L
MIRL Rwy 14-32 0

LOC/DME I-BBJ	APP CRS	Rwy Idg	5500
110.9	264°	TDZE	670
Chan 46		Apt Elev	671

▼

▲ NA

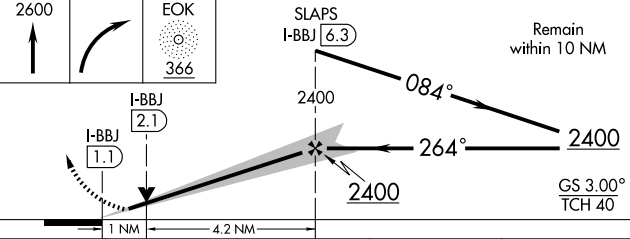
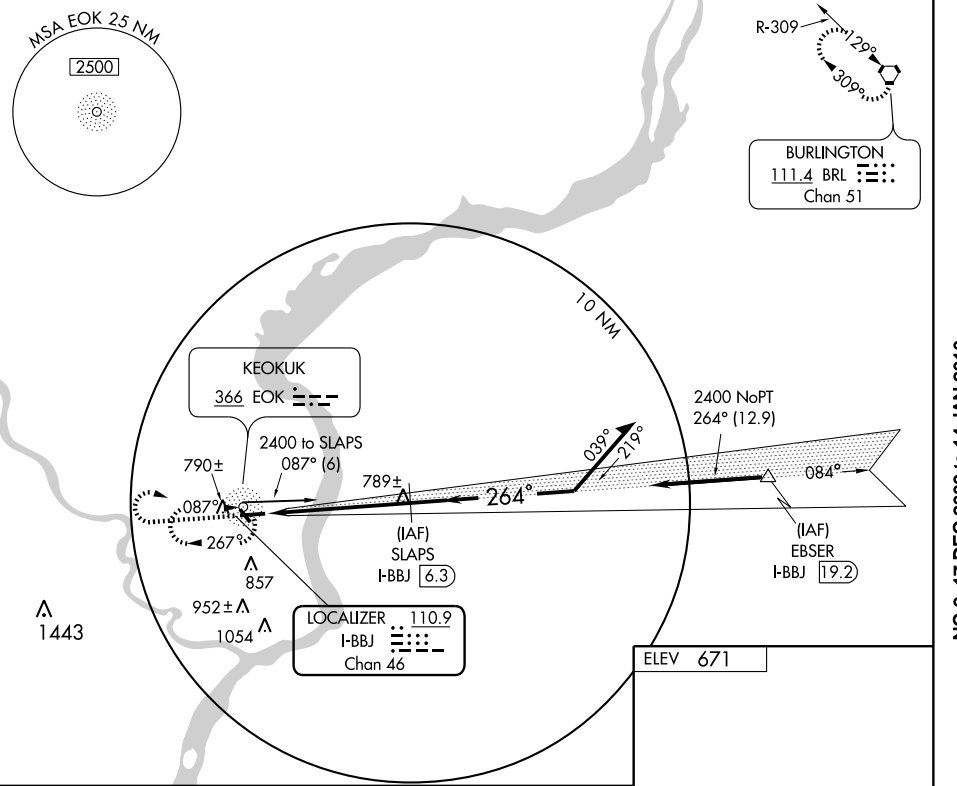
If local altimeter setting not received, use Burlington altimeter setting and increase all DAs/MDAs 60 feet. Visibility reductions by helicopters NA. VDP NA when using Burlington altimeter setting. ADF required.

MALSR

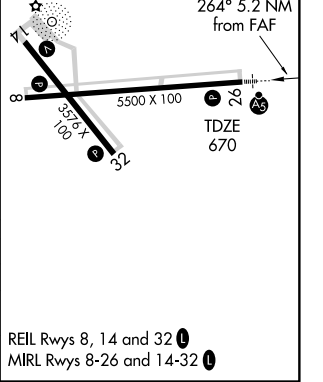
AS

MISSED APPROACH: Climb to 2600 then right turn direct EOK NDB and hold.

AWOS-3 118.375	KANSAS CITY CENTER 135.525 319.9	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-ILS 26	870-½	200 (200-½)		NA
S-LOC 26	1040-½	370 (400-½)		NA
CIRCLING	1100-1 429 (500-1)	1140-1 469 (500-1)	1220-1½ 549 (600-1½)	NA



REIL Rwy 8, 14 and 32 0
MIRL Rwy 8-26 and 14-32 0

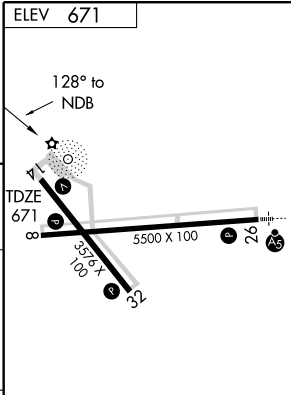
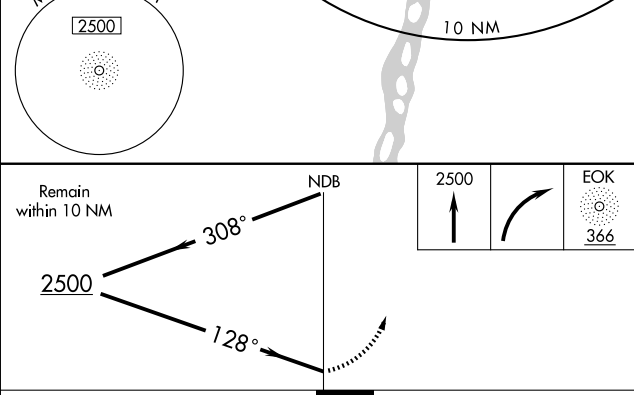
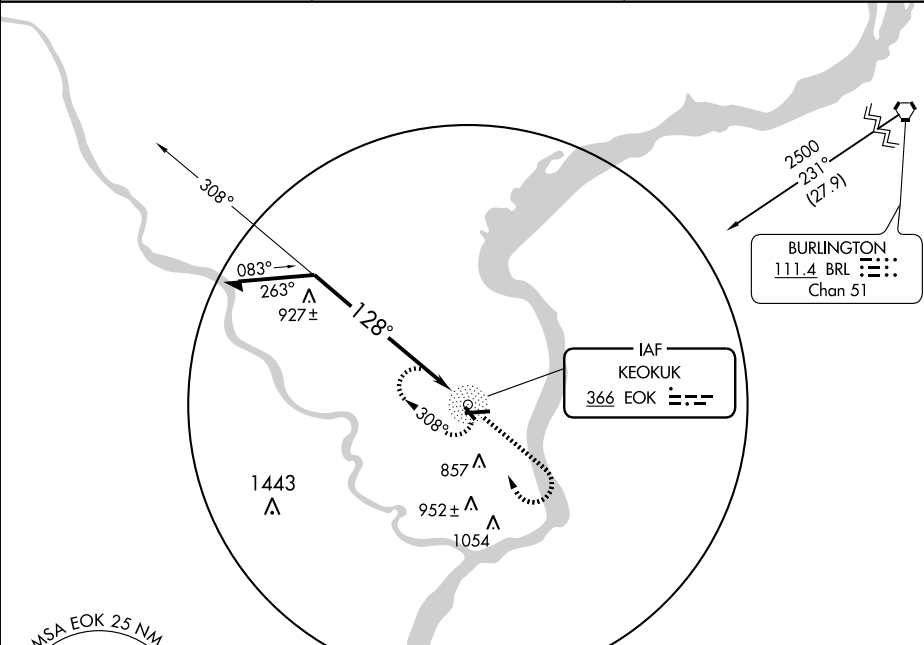
NDB RWY 14
KEOKUK MUNI (EOK)

NDB EOK	APP CRS	Rwy Idg	3576
366	128°	TDZE	671
		Apt Elev	671

▼ If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2500 then right turn direct EOK NDB and hold.

AWOS-3 118.375	KANSAS CITY CENTER 135.525 319.9	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-14	1280-1	609 (700-1)	1280-1¾ 609 (700-1¾)	NA
CIRCLING	1280-1	609 (700-1)	1280-1¾ 609 (700-1¾)	NA

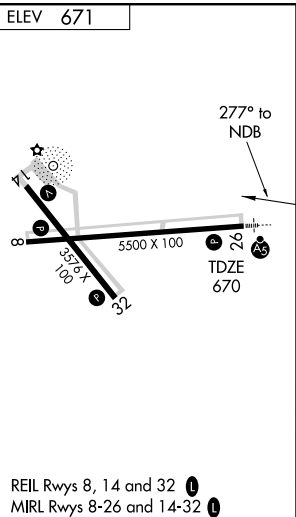
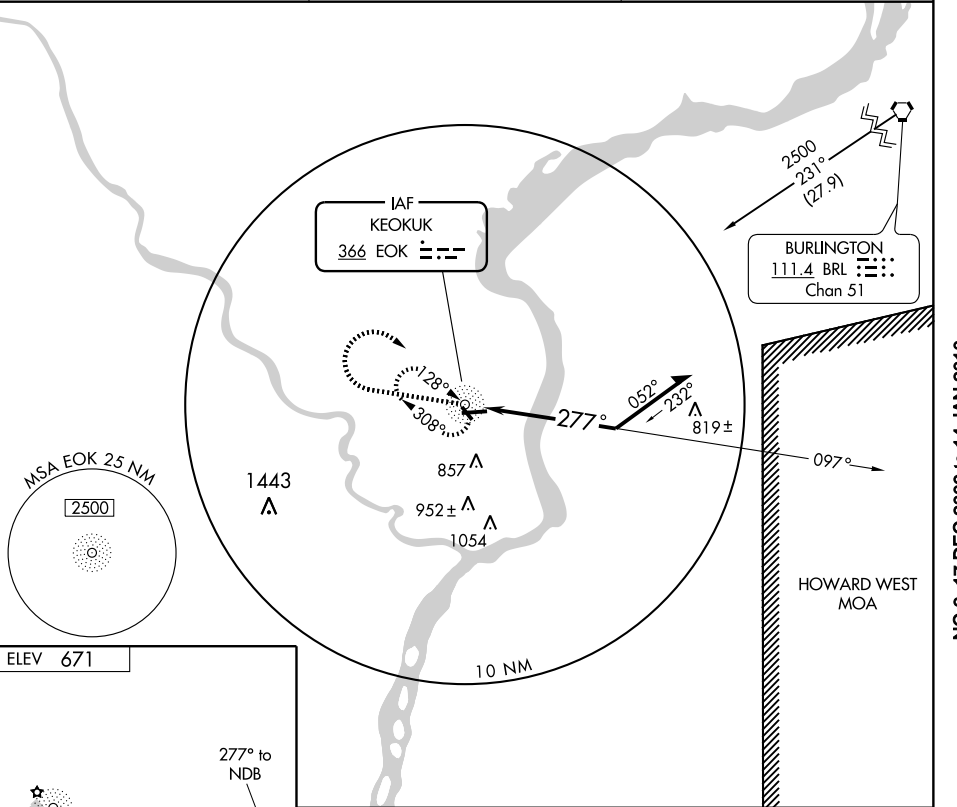
REIL Rwy 8, 14 and 32 **0**
MIRL Rwy 8-26 and 14-32 **0**

If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all MDAs 60 feet.

MALSR

MISSED APPROACH: Climb to 2500 then right turn direct EOK NDB and hold.

AWOS-3 118.375	KANSAS CITY CENTER 135.525 319.9	UNICOM 122.8 (CTAF)
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2500

EOK

366

Remain within 10 NM

CATEGORY	A	B	C	D
S-26	1180- ³ / ₄	510 (600- ³ / ₄)	1180-1 510 (600-1)	NA
CIRCLING	1180-1 509 (600-1)	1200-1 529 (600-1)	1220-1½ 549 (600-1½)	NA

NC-3. 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 8
KEOKUK MUNI (EOK)

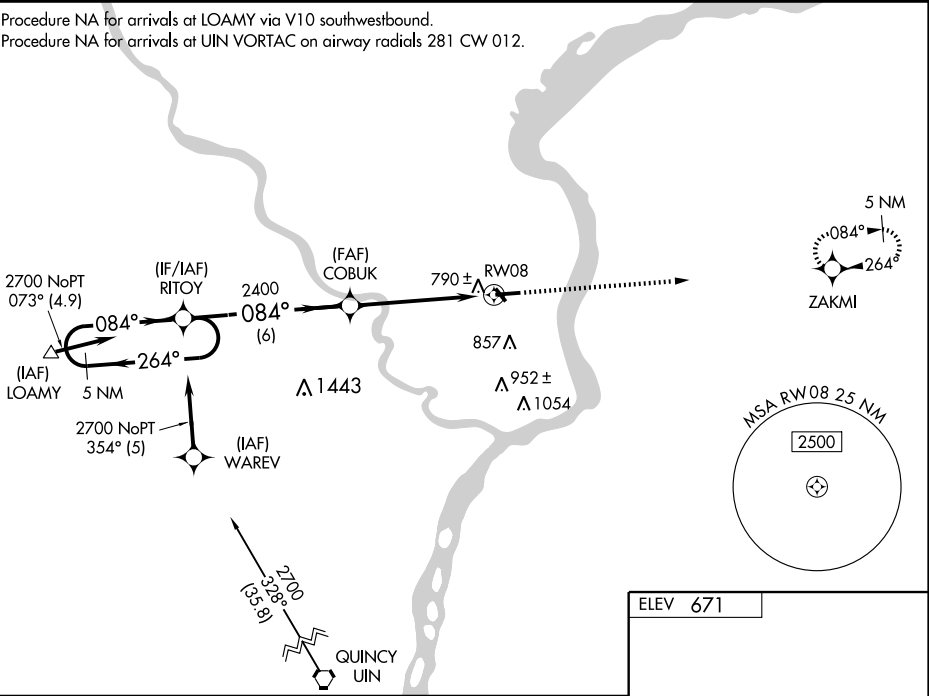
WAAS CH 97304 W08A	APP CRS 084°	Rwy Idg TDZE Apt Elev 5500 671
--	------------------------	--

▼ DME/DME RNP -0.3 NA.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).
If local altimeter setting not received, use BurlingtonRgnl altimeter setting and increase all DAs/MDAs 60 feet.
VDP and Baro-VNAV NA when using Burlington Rgnl altimeter setting.

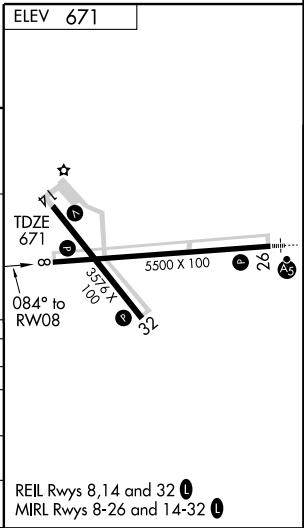
MISSED APPROACH: Climb to 2700 direct ZAKMI and hold.

AWOS-3 118.375	KANSAS CITY CENTER 135.525 319.9	UNICOM 122.8 (CTAF) 1
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Procedure NA for arrivals at LOAMY via V10 southwestbound.
Procedure NA for arrivals at UIN VORTAC on airway radials 281 CW 012.



5 NM Holding Pattern				
RITOY				
2700 ← 264° 084° →				
GS 3.00° TCH 40				
2400				
6 NM				
COBUK				
2400				
4.2 NM				
1 NM				
RW08				
* 1 NM to RW08				
* LNAV only				
CATEGORY	A	B	C	D
LPV DA	921-1	250 (300-1)		NA
LNAV/VNAV DA	1059-1½	388 (400-1½)		NA
LNAV MDA	1040-1	369 (400-1)		NA
CIRCLING	1100-1½ 429 (500-1½)	1140-1½ 469 (500-1½)	1220-1½ 549 (600-1½)	NA

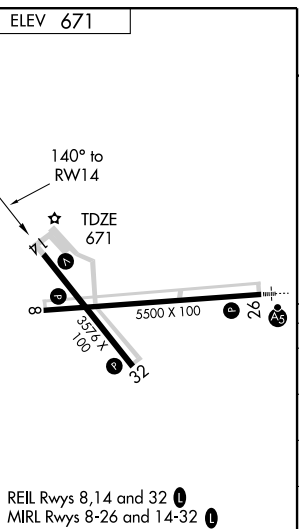
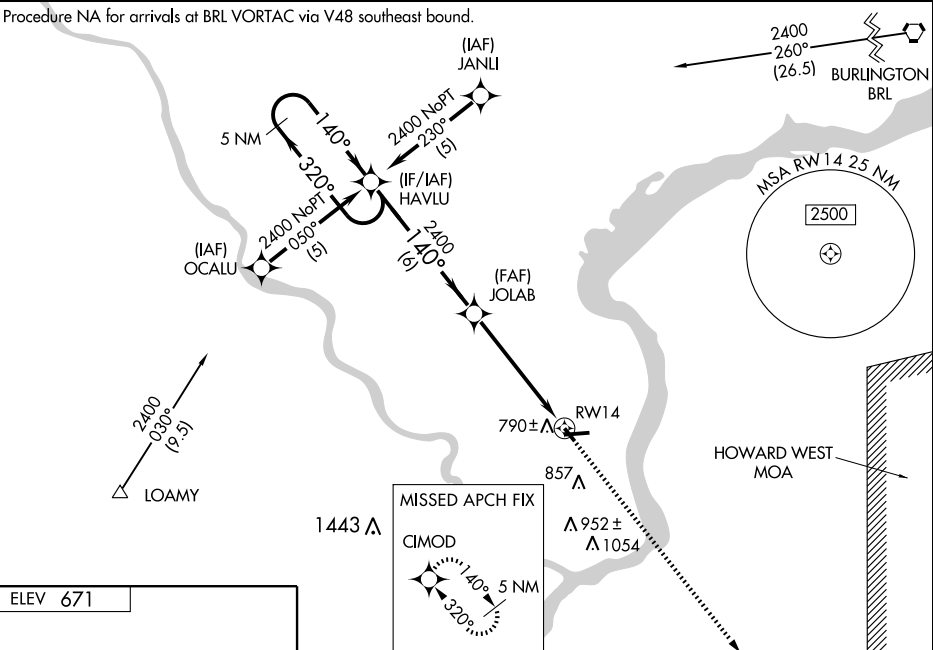


WAAS CH 90104 W14A	APP CRS 140°	Rwy Idg TDZE Apt Elev	3576 671 671
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⚠ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).
If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all DAs/MDAs 60 feet.
Baro-VNAV NA when using Burlington Rgnl altimeter setting.

MISSED APPROACH: Climb to 2700 direct CIMOD and hold.

AWOS-3 118.375	KANSAS CITY CENTER 135.525 319.9	UNICOM 122.8 (CTAF) 0
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	5 NM Holding Pattern			2700	CIMOD
	HAVLU	JOLAB			
	2400	320°	140°	2400	RW14
	GS 3.00°	140°			
	TCH 40				
		6 NM	5.2 NM		
CATEGORY	A	B	C	D	
LPV DA	949-1	278 (300-1)		NA	
LNAV/VNAV DA	1040-1¼	369 (400-1¼)		NA	
LNAV MDA	1040-1	369 (400-1)		NA	
CIRCLING	1100-1¼ 429 (500-1¼)	1140-1¼ 469 (500-1¼)	1220-1½ 549 (600-1½)	NA	

REIL Rwy 8, 14 and 32 0
MIRL Rwy 8-26 and 14-32 0

WAAS CH 45505 W26A	APP CRS 264°	Rwy Idg TDZE Apt Elev	5500 670 671
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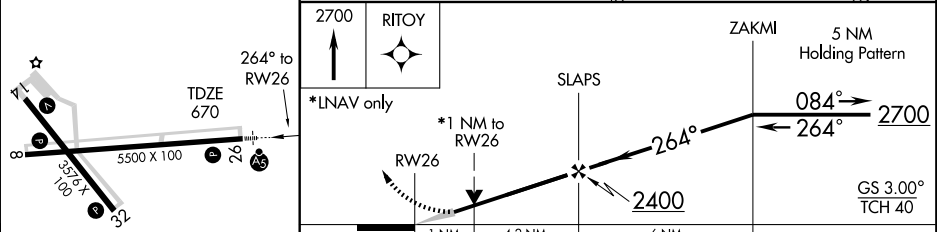
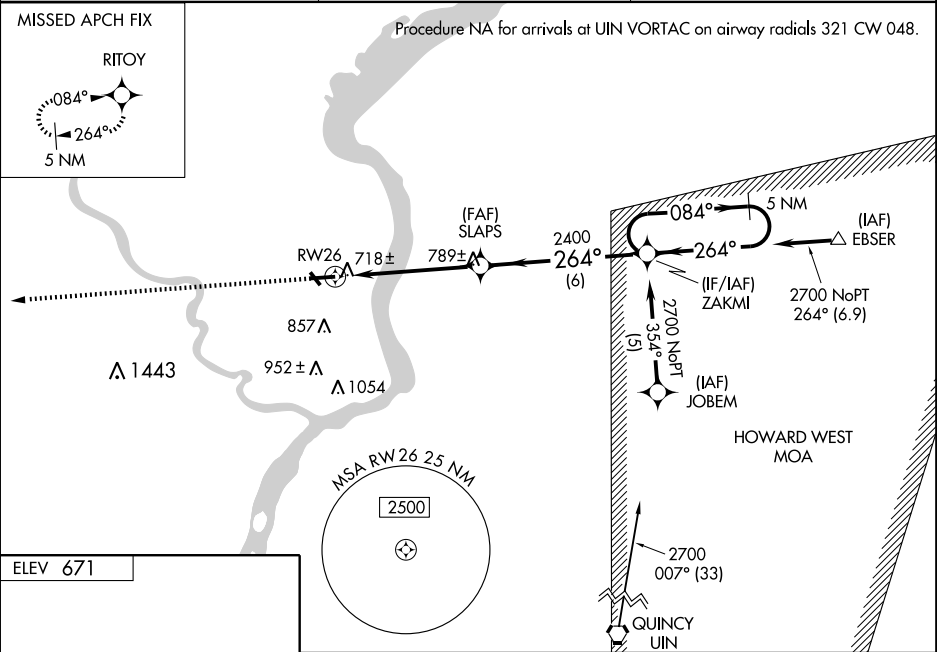
RNAV (GPS) RWY 26
KEOKUK MUNI (EOK)

▼ DME/DME RNP -0.3 NA.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).
If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all DAs/MDAs 60 feet.
VDP and Baro-VNAV NA when using Burlington Rgnl altimeter setting.
For inoperative MALSR, increase LPV, LNAV/VNAV and LNAV all Cats. visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 2700
direct RIT0Y and hold.

AWOS-3 118.375	KANSAS CITY CENTER 135.525 319.9	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
LPV DA	924-¾	254 (300-¾)		NA
LNAV/VNAV DA	978-¾	308 (400-¾)		NA
LNAV MDA	1040-¾	370 (400-¾)		NA
CIRCLING	1100-1 429 (500-1)	1140-1 469 (500-1)	1220-1½ 549 (600-1½)	NA

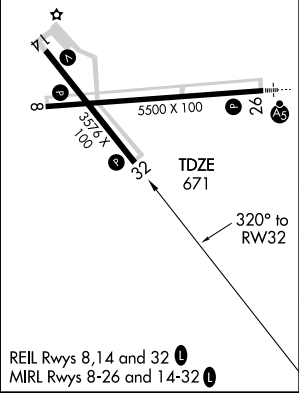
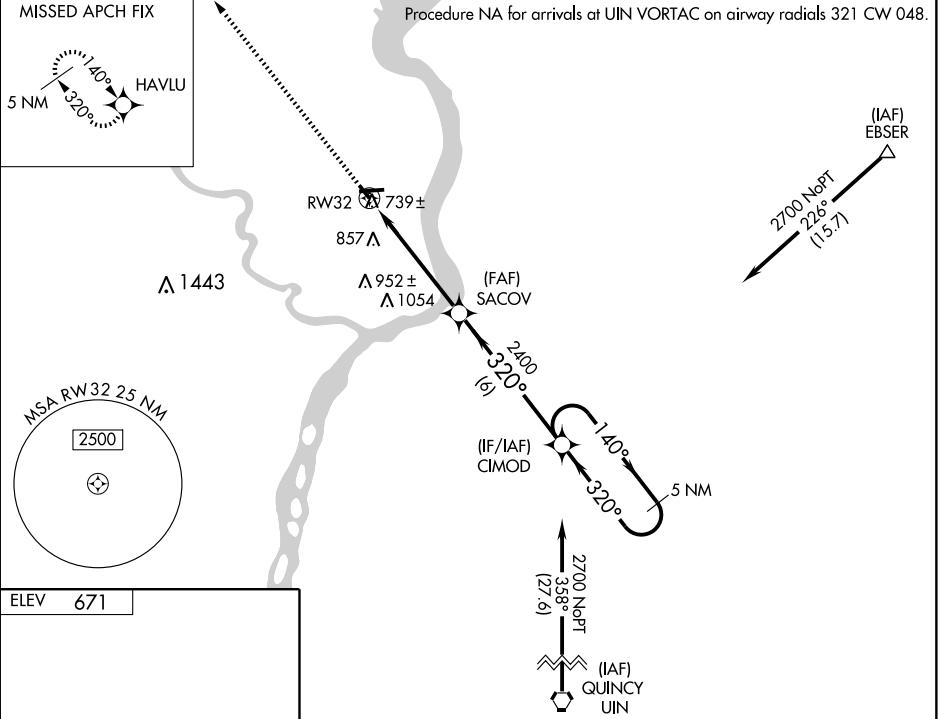
REIL Rwy 8,14 and 32 1
MIRL Rwy 8-26 and 14-32 1

WAAS CH 40005 W32A	APP CRS 320°	Rwy Idg TDZE Apt Elev	3576 671 671
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RNAV (GPS) RWY 32
KEOKUK MUNI (EOK)

<p>▼ DME/DME RNP -0.3 NA. Visibility reductions by helicopters NA. ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F). When local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all DAs/MDAs 60 feet, and increase LNAV/VNAV visibility 1/4 mile all Cats. Baro-VNAV NA when using Burlington Rgnl altimeter setting.</p>	MISSED APPROACH: Climb to 2400 direct HAVLU and hold.
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AWOS-3 118.375	KANSAS CITY CENTER 135.525 319.9	UNICOM 122.8 (CTAF) 0
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2400

↑

HAVLU

✱

CIMOD

5 NM Holding Pattern

140° → 2700

← 320°

GS 3.00° TCH 40

SACOV

320°

2400

RW32

5.2 NM

6 NM

CATEGORY	A	B	C	D
LPV DA	921-1	250 (300-1)		NA
LNAV/VNAV DA	1163-1¾	492 (500-1¾)		NA
LNAV MDA	1100-1	429 (500-1)	1100-1¼ 429 (500-1¼)	NA
CIRCLING	1180-1	509 (600-1)	1220-1½ 549 (600-1½)	NA

GPS RWY 15

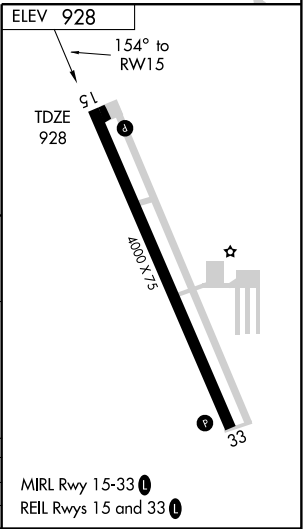
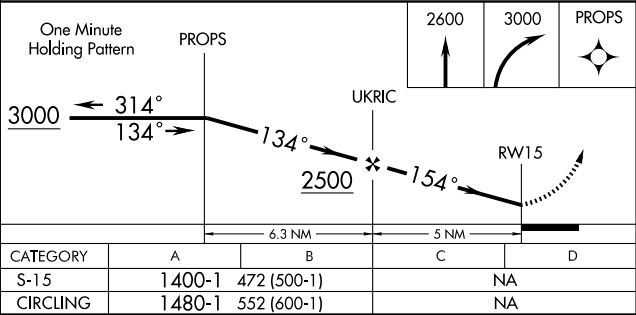
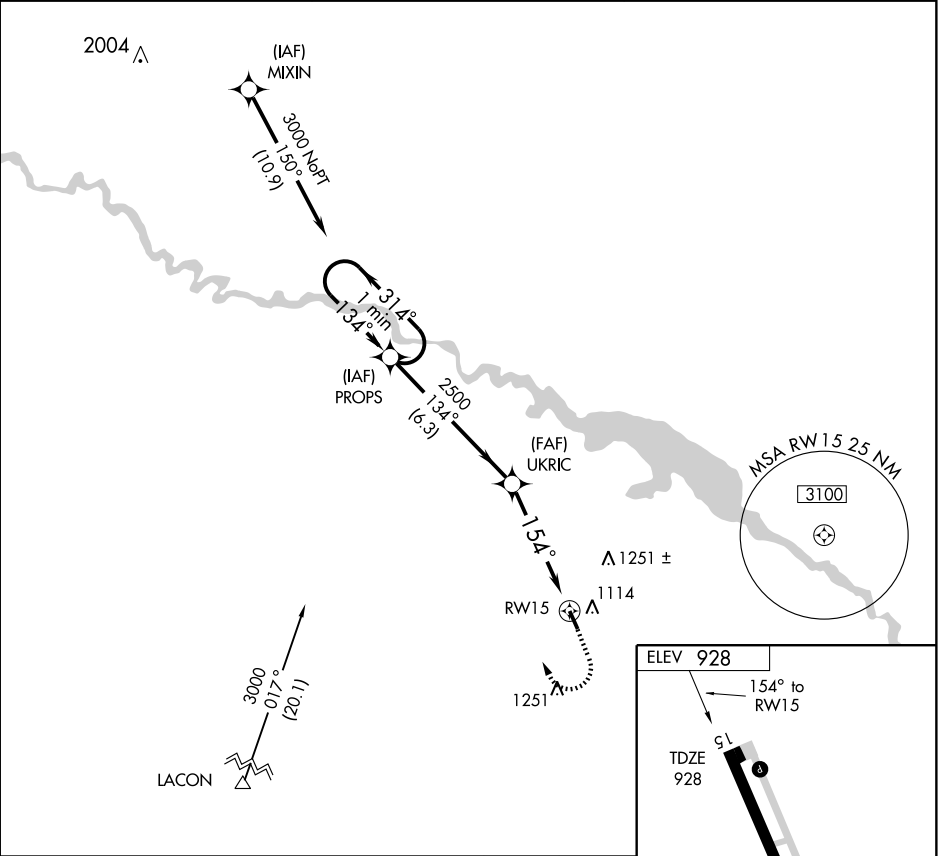
KNOXVILLE MUNI (OXV)

APP CRS	Rwy Idg	4000
154°	TDZE	928
	Apt Elev	928



MISSED APPROACH: Climb to 2600, then climbing right turn to 3000 direct PROPS WP and hold.

AWOS-3 119.775	DES MOINES APP CON 123.9 307.15	UNICOM 122.8 (CTAF) 0
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GPS RWY 33

KNOXVILLE MUNI (OXV)

APP CRS	Rwy Idg	4000
334°	TDZE	928
	Apt Elev	928

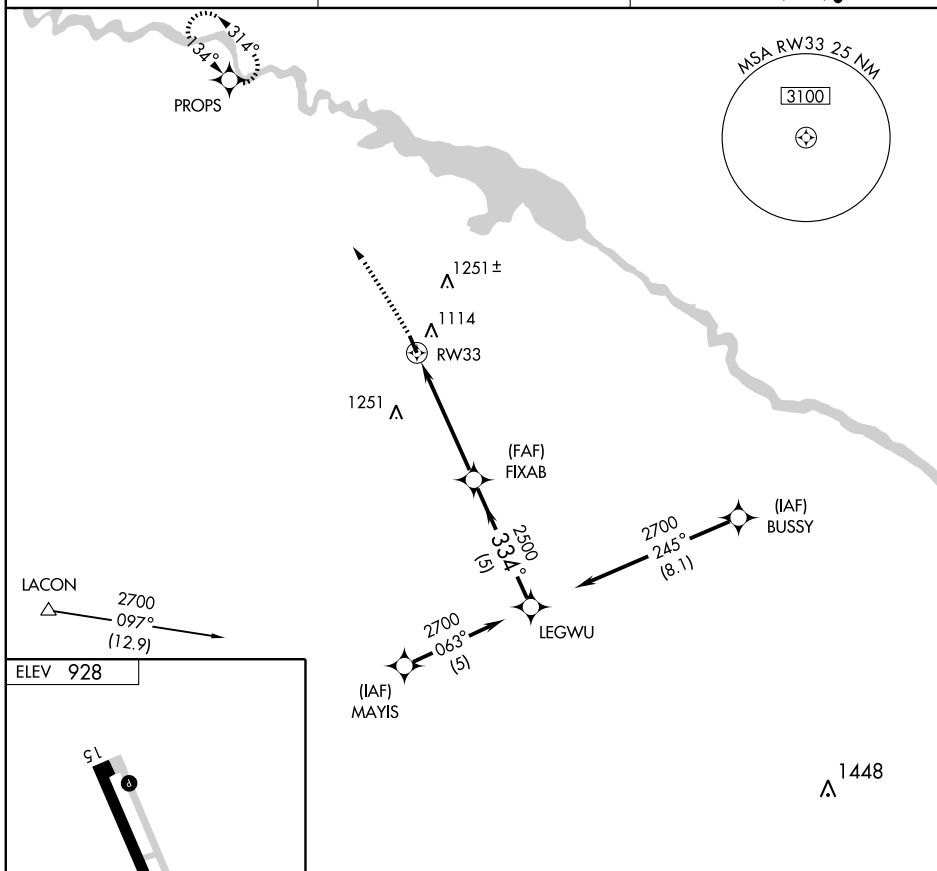
A NA

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct PROPS WP and hold.

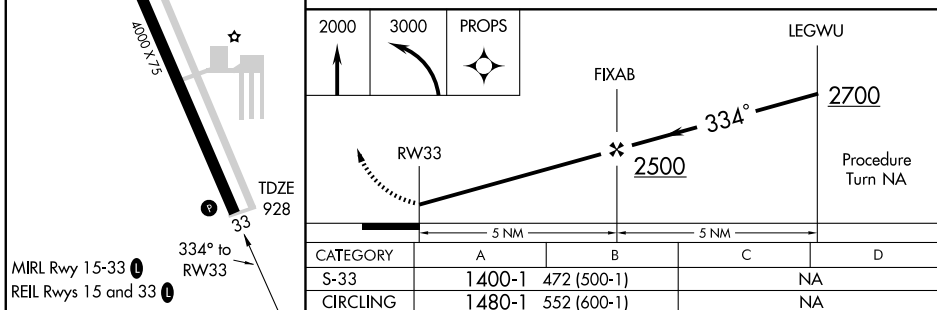
AWOS-3
119.775

DES MOINES APP CON
123.9 307.15

UNICOM
122.8 (CTAF) **L**



NC-3, 17 DEC 2009 to 14 JAN 2010

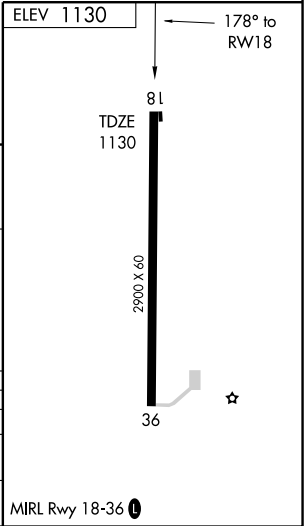
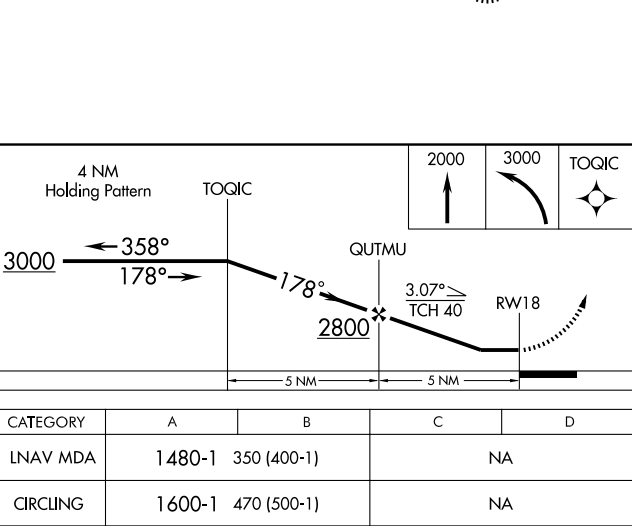
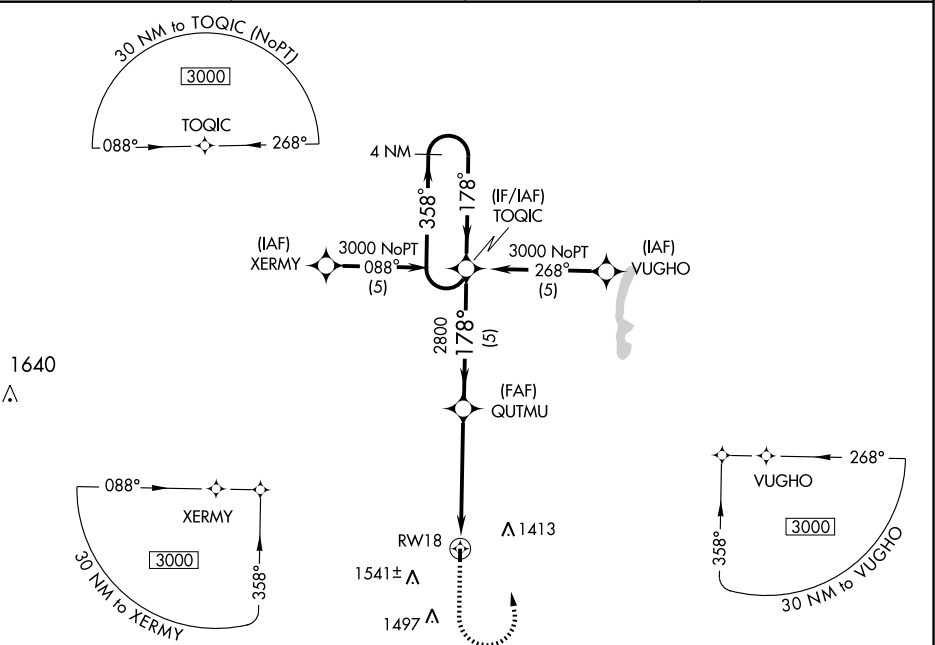


RNAV (GPS) RWY 18

LAMONI MUNI (LWD)

APP CRS 178°	Rwy Idg TDZE Apt Elev	2900 1130 1130
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NA DME/DME RNP- 0.3 NA.		MISSED APPROACH: Climb to 2000, then left climbing turn to 3000 direct TOGIC WP and hold.	
ASOS 120.0	MINNEAPOLIS CENTER 125.65 288.1	CTAF 122.9	122.8 0

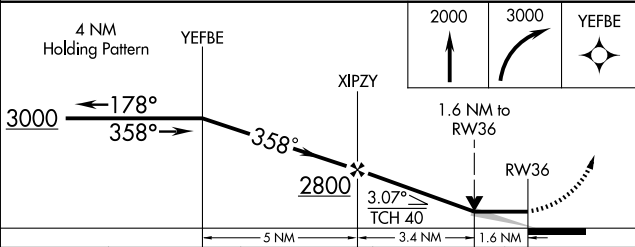
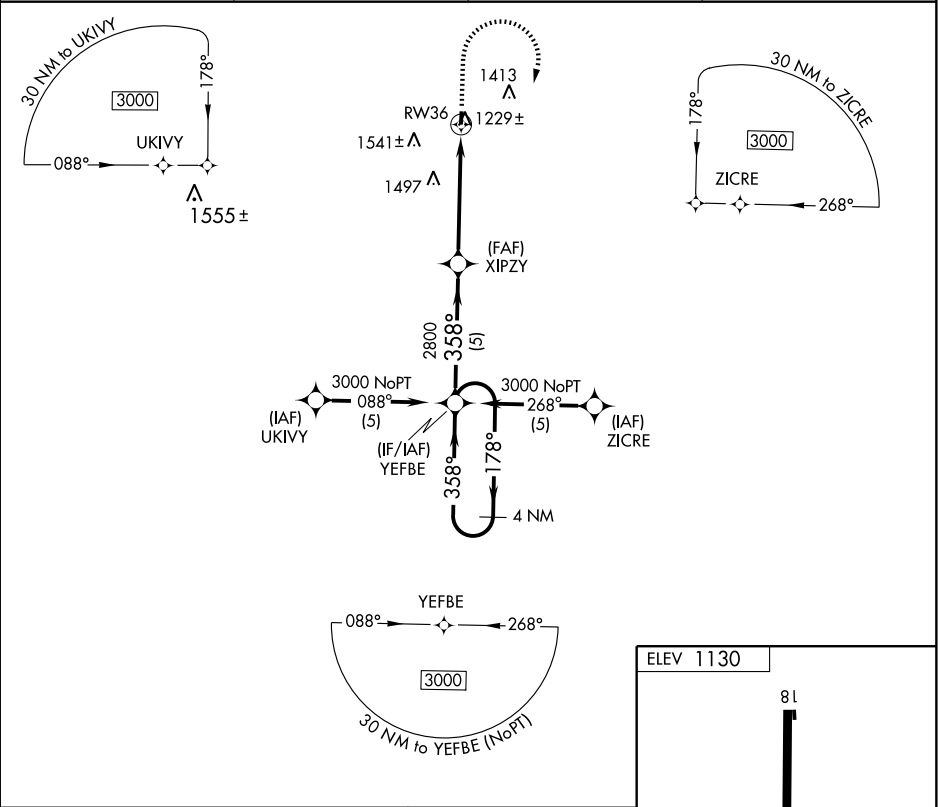


APP CRS 358°	Rwy Idg TDZE Apt Elev	2900 1130 1130
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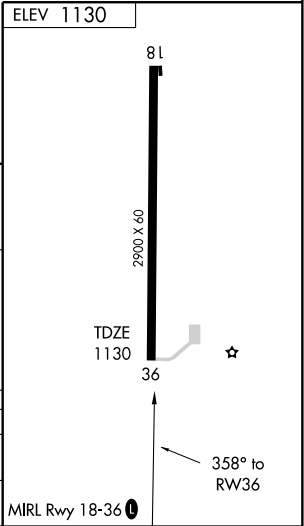
RNAV (GPS) RWY 36
LAMONI MUNI (LWD)

NA	DME/DME RNP- 0.3 NA.	MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct YEFBE WP and hold.
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ASOS 120.0	MINNEAPOLIS CENTER 125.65 288.1	CTAF 122.9	122.8 0
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CATEGORY	A	B	C	D
LNAV MDA	1700-1	570 (600-1)	NA	NA
CIRCLING	1700-1	570 (600-1)	NA	NA

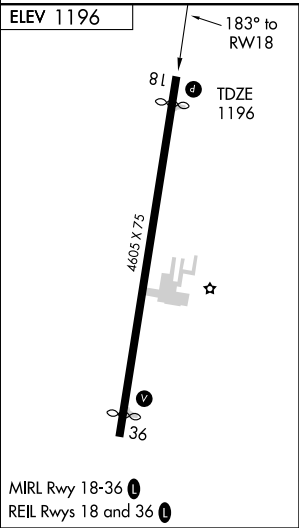
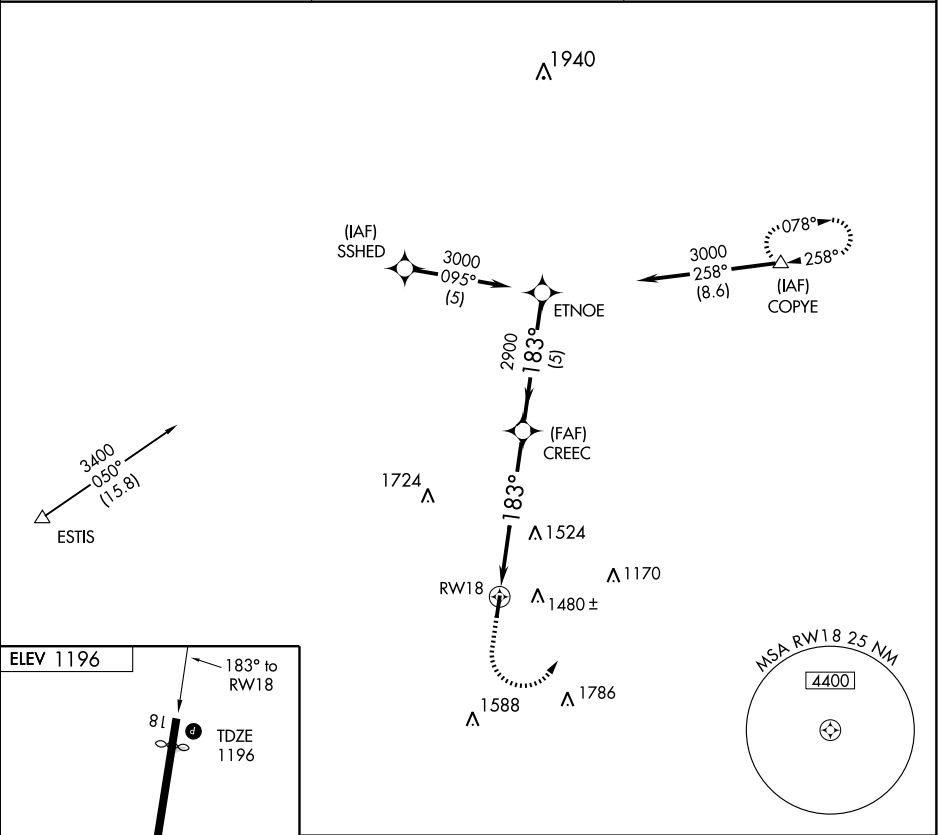


GPS RWY 18
LE MARS MUNI (LRJ)

APP CRS	Rwy Idg	4305
183°	TDZE	1196
	Apt Elev	1196

<div>▼</div> <div>▲ NA</div>	MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct COPYE WP and hold.
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AWOS-3 125.525	SIOUX CITY APP CON ★ 124.6 307.0	UNICOM 122.8 (CTAF) 0
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	2500	3000	COPYE	
	↑	↶	△	
	RWY18	CREEC	ETNOE	
	183°	183°	3000	
	2900		Procedure Turn NA	
	6 NM	5 NM		
CATEGORY	A	B	C	D
S-18	1760-1	564 (600-1)	NA	
CIRCLING	1760-1	1840-1	NA	
	564 (600-1)	644 (700-1)		

▼

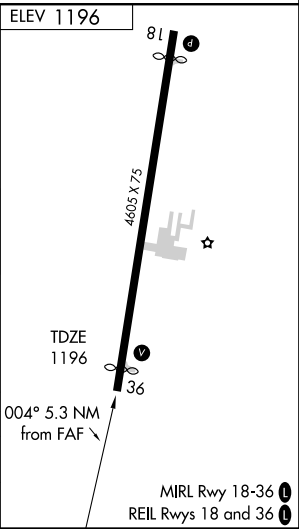
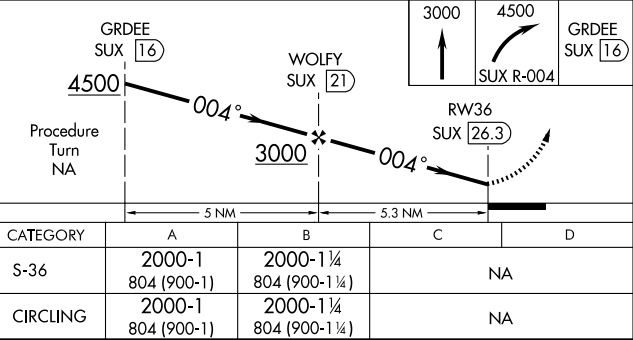
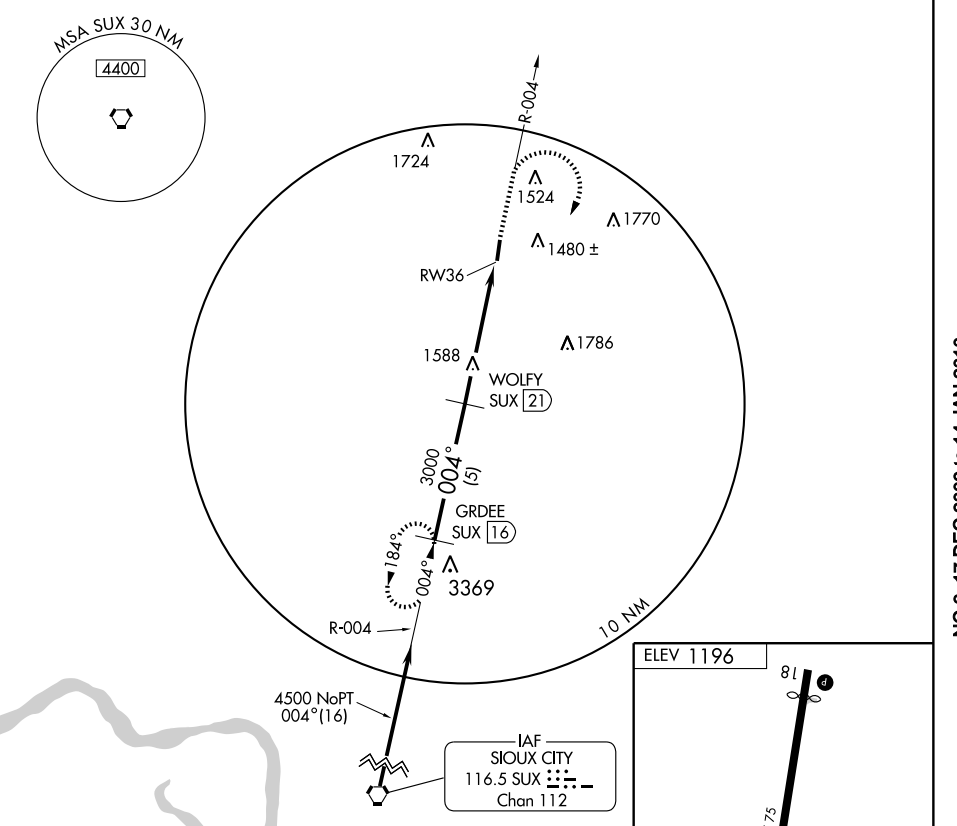
▲

MISSED APPROACH: Climb to 3000 then climbing right turn to 4500 via SUX R-004 to GRDEE and hold.

AWOS-3
125.525

SIoux CITY APP CON ★
124.6 307.0

UNICOM
122.8 (CTAF) 0



▼

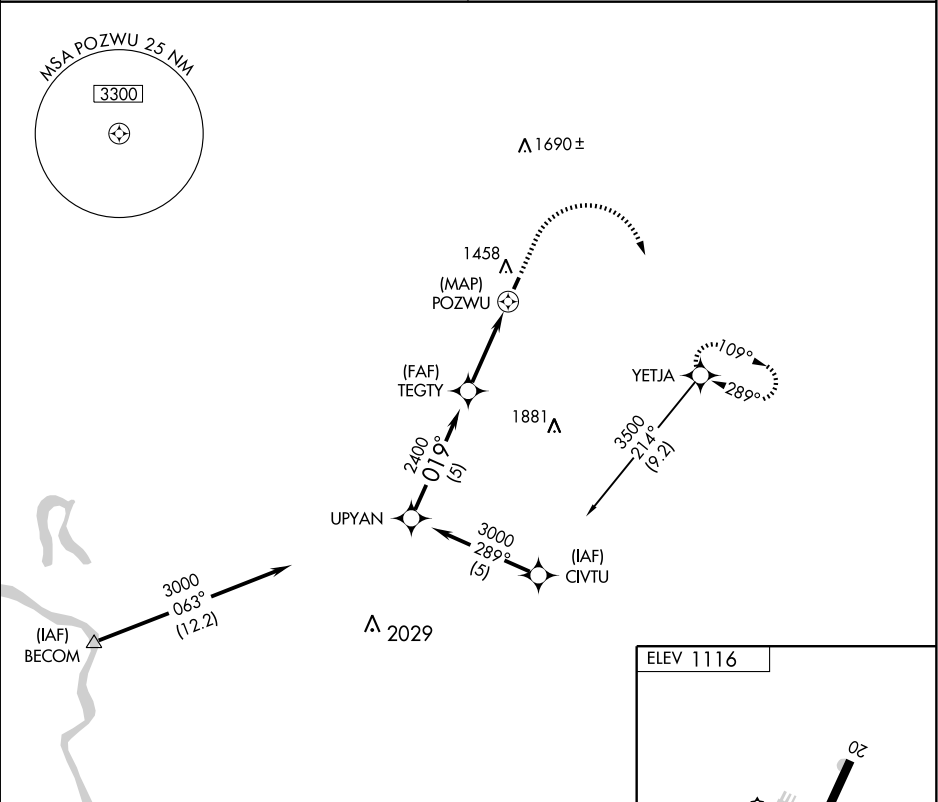
▲NA

Use Sioux City altimeter setting.

MISSED APPROACH: Climb to 1900, then climbing right turn to 3500 direct YETJA WP and hold.

SIOUX CITY APP CON ★
124.6 307

UNICOM
122.8 (CTAF) 0



UPYAN		TEGTY		1900	3500	YETJA		
3000		2400		↑	↷	✧		
Procedure Turn NA		POZWU						
5 NM		3.5 NM		0.5				
CATEGORY	A	B	C	D	<div>ELEV 1116</div> <div><div>20</div><div>2801 X 60</div><div>2</div></div> <div>TDZE 1116</div>			
S-2	1760-1	644 (700-1)	NA					
CIRCLING	1860-1 744 (800-1)	1860-1¼ 744 (800-1¼)	NA					
REIL Rwy 20 0 LIRL Rwy 2-20								

Diagram illustrating a flight path with various waypoints and altitudes:

- IAF CUSHO (Altitude 3200, Distance 133, Angle 8.3)
- NEUSE (Altitude 3000, Distance 214, Angle 5)
- (FAF) LUWJE (Altitude 1690 ±, Distance 214, Angle 5)
- IAF VUXFO (Altitude 3200, Distance 304, Angle 5)
- (MAP) IXANE (Altitude 1458, Distance 214, Angle 5)
- YETJA (Altitude 1881, Distance 3500, Angle 019, 109, 289)
- MSA IXANE 25 NM (Altitude 3300)
- TDZE 1116

CATEGORY	A	B	C	D
S-20	1760-1 744 (800-1)	644 (700-1)		NA
CIRCLING	1860-1 744 (800-1)	1860-1½ 744 (800-1½)		NA

REIL Rwy 20
LURL Rwy 2-20

▼

Use Sioux City altimeter setting.

▲

NA

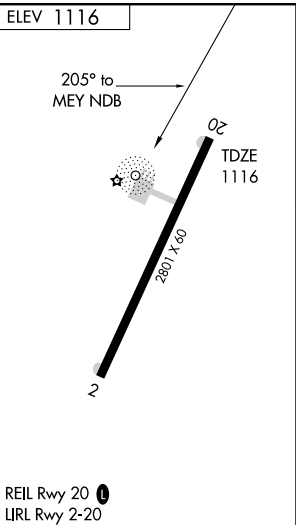
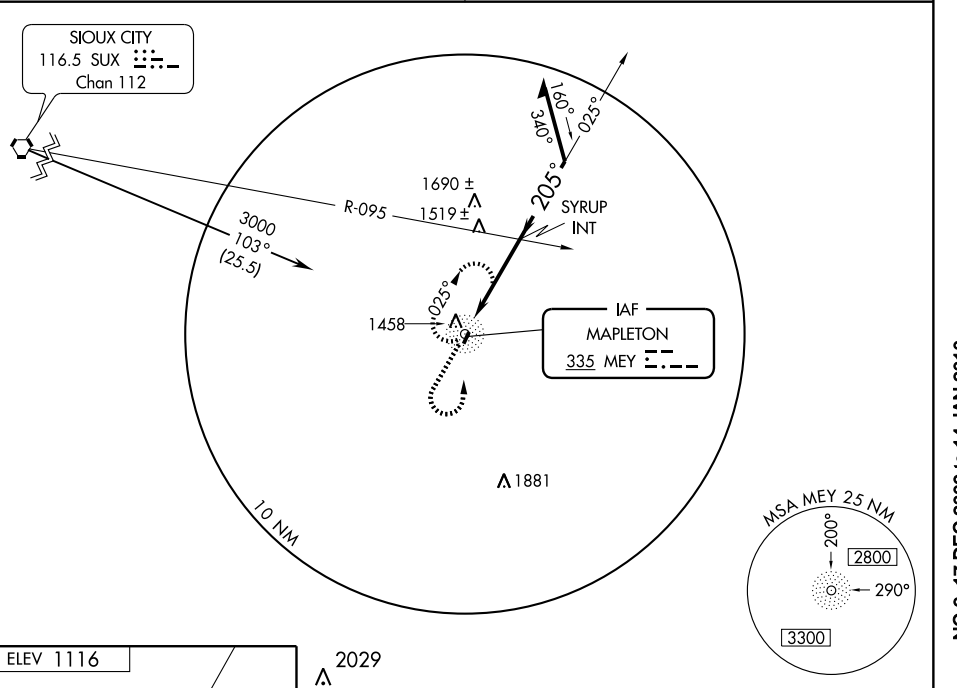
MISSED APPROACH: Climb to 2900 then left turn direct MEY NDB and hold.

SIoux CITY APP CON★

124.6 307

UNICOM

122.8 (CTAF) 0



▲ 2029

2900

↑

MEY

335

NDB

025°

Remain within 10 NM

2900

2040

205°


SYRUP INT

3.9 NM

CATEGORY	A	B	C	D
S-20	2040-2¼	924 (1000-1¼)	2040-2¾ 924 (1000-2¾)	NA
CIRCLING	2040-1¼	924 (1000-1¼)	2040-2¾ 924 (1000-2¾)	NA
SYRUP FIX MINIMUMS				
S-20	1900-1 784 (800-1)	1900-1¼ 784 (800-1¼)	1900-2¼ 784 (800-2¼)	NA
CIRCLING	1920-1 804 (900-1)	1920-1¼ 804 (900-1¼)	1920-2¼ 804 (900-2¼)	NA

GPS RWY 15
MAQUOKETA MUNI (OQW)

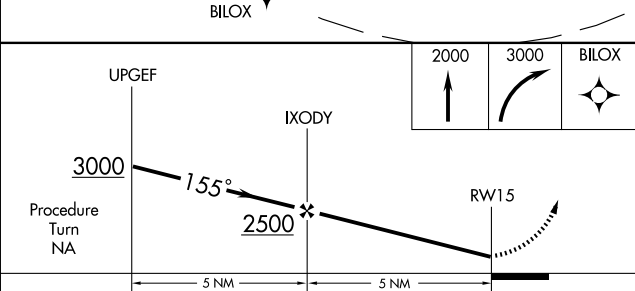
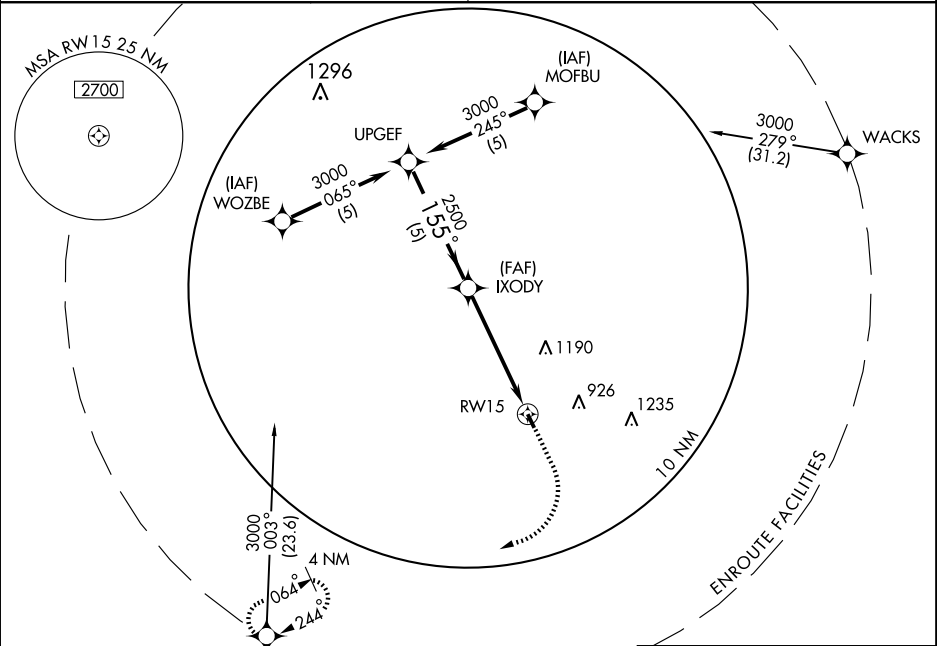
APP CRS	Rwy Idg	3300
155°	TDZE	769
	Apt Elev	769


NA

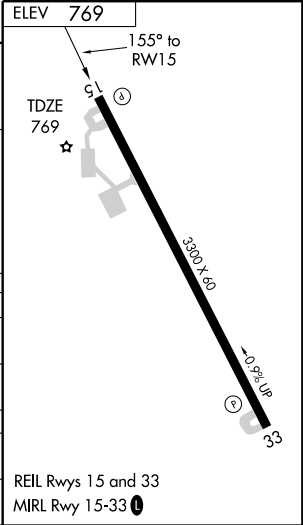
Obtain local altimeter setting on CTAF; when not received, use Dubuque altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct BILOX WP and hold.

CHICAGO CENTER 133.95 281.4	UNICOM 122.8 (CTAF) 0*
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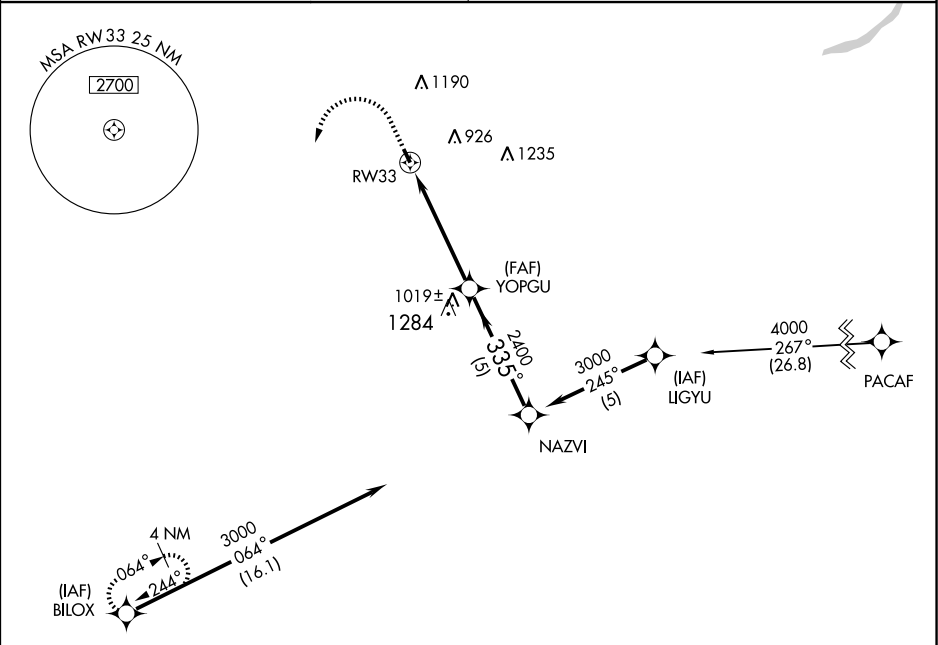
CATEGORY	A	B	C	D
S-15	1280-1	511 (600-1)		NA
CIRCLING	1280-1	511 (600-1)		NA
DUBUQUE ALTIMETER SETTING MINMUMS				
S-15	1380-1	611 (700-1)		NA
CIRCLING	1380-1	611 (700-1)		NA



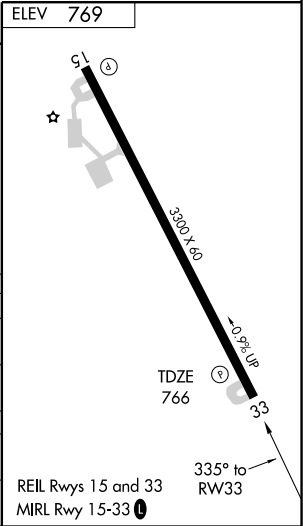
APP CRS	Rwy Idg	3300
335°	TDZE	766
	Apt Elev	769

GPS RWY 33
MAQUOKETA MUNI (OQW)

<div>▼</div> <div>▲NA</div> <div>Obtain local altimeter setting on CTAF; When not received, use Dubuque altimeter setting.</div>	MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct BILOX WP and hold.
CHICAGO CENTER 133.95 281.4	UNICOM 122.8 (CTAF) 0*



<div>ELEV 769</div> <div><div>2000</div><div>3000</div><div>BILOX</div></div> <div><div>YOPGU</div><div>NAZVI</div></div> <div><div>RW33</div><div>335°</div><div>2400</div><div>3000</div></div> <div>Procedure Turn NA</div>				
CATEGORY	A	B	C	D
S-33	1280-1	514 (600-1)		NA
CIRCLING	1280-1	511 (600-1)		NA
DUBUQUE ALTIMETER SETTING MINMUMS				
S-33	1380-1	614 (700-1)		NA
CIRCLING	1380-1	611 (700-1)		NA



APP CRS 124°	Rwy Idg TDZE Apt Elev	5006 974 974
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GPS RWY 12

MARSHALLTOWN MUNI (MIW)

A NA

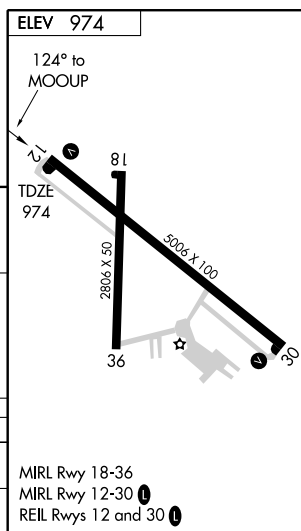
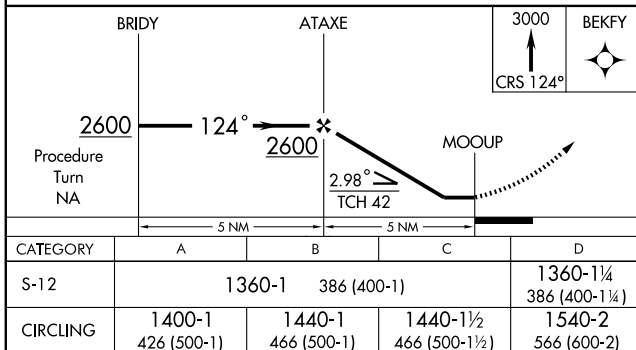
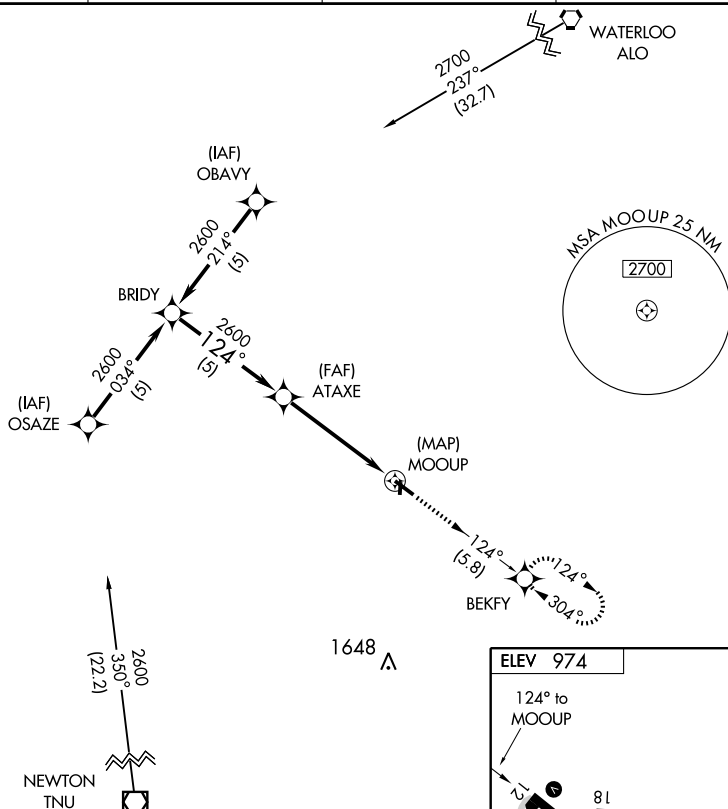
MISSED APPROACH: Climb to 3000 via 124° course to BEKFY WP and hold.

ASOS
128.325

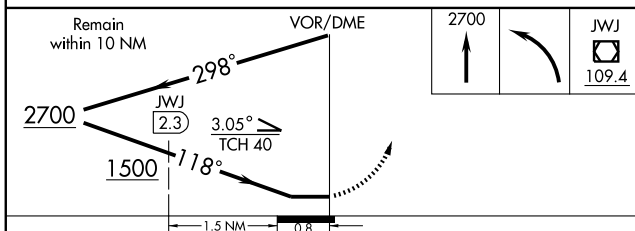
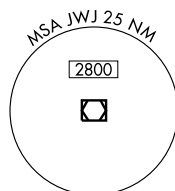
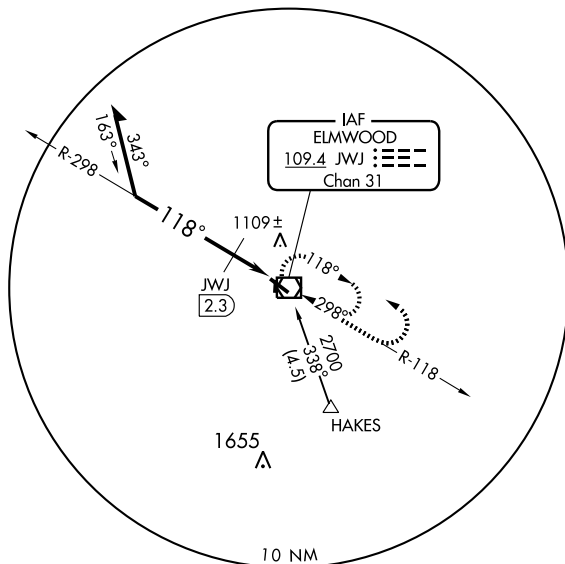
WATERLOO APP CON ★
120.9

CLNC DEL
120.9

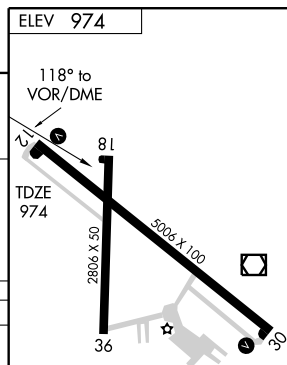
UNICOM
122.8 (CTAF) **L**



		MISSED APPROACH: Climb to 2700, then left turn direct JWJ VOR/DME and hold.	
ASOS 128.325	WATERLOO APP CON ★ 120.9	CLNC DEL 120.9	UNICOM 122.8 (CTAF) ①



CATEGORY	A	B	C	D
S-12	1500-1	526 (600-1)	1500-1½ 526 (600-1½)	1500-1¾ 526 (600-1¾)
CIRCLING	1500-1	526 (600-1)	1500-1½ 526 (600-1½)	1540-2 566 (600-2)
DME MINIMUMS				
S-12	1360-1 386 (400-1)			1360-1¼ 386 (400-1¼)
CIRCLING	1420-1 446 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)



MIRL Rwy 18-36
MIRL Rwy 12-30 **L**
REIL Rwys 12 and 30 **L**

CATEGORY	A	B	C	D
S-30	1620-1	647 (700-1)	1620-1 $\frac{3}{4}$ 647 (700-1 $\frac{3}{4}$)	1620-2 647 (700-2)
CIRCLING	1620-1	646 (700-1)	1620-1 $\frac{3}{4}$ 646 (700-1 $\frac{3}{4}$)	1620-2 646 (700-2)

TUAJAJ FIX MINIMUMS

S-30	1360-1	387 (400-1)	1360-1 $\frac{1}{4}$ 387 (400-1 $\frac{1}{4}$)
CIRCLING	1420-1 446 (500-1)	1440-1 466 (500-1)	1440-1 $\frac{1}{2}$ 566 (600-2)

AIRPORT DIAGRAM

AL-667 (FAA)

MASON CITY MUNI (MCW)
MASON CITY, IOWA

ASOS
120.3
CTAF/UNICOM
123.0

RWY 12-30
S80, D110, ST140, DT180
RWY 18-36
S80, D110, ST140, DT180

FIELD
ELEV
1213

△ 1286

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W

VAR 1.7°E

ELEV
1209

12

123.2°

5502 X 150

FBO

TERMINAL

FBO
HANGAR

HANGARS

HANGARS

1252

6501 X 150

0.3% UP

0.3% UP

303.2°

36

36

ELEV
1193

36

36

36

36

81

178.2°

81

81

81

81

81

81

81

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81

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81

81

43°10.0'N

43°09.0'N

93°20.5'W

93°19.5'W

NC-3, 17 DEC 2009 to 14 JAN 2010

LOC I-MCW	APP CRS	Rwy Idg	6501
109.5	355°	TDZE	1193
		Apt Elev	1213

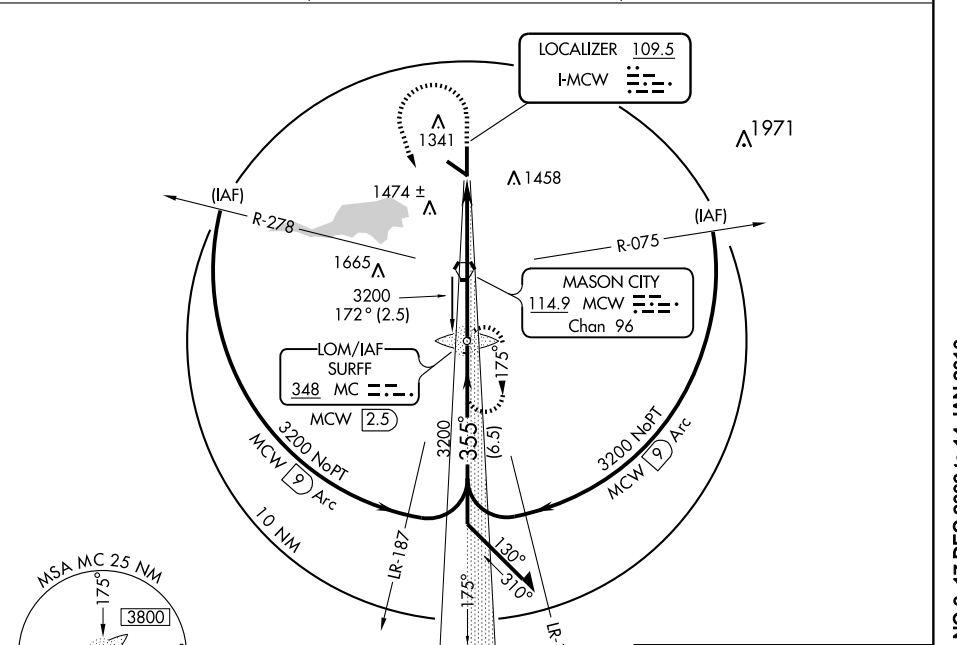
NA

DME from MCW VORTAC.
If local altimeter setting not received, use Charles City
altimeter setting and increase all DA/MDA 100 feet.

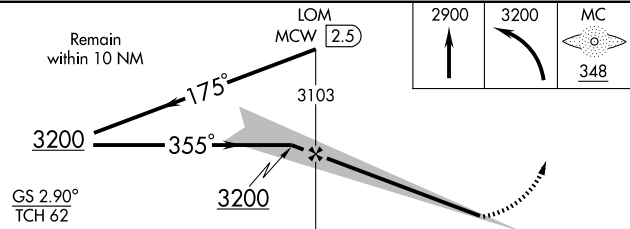
MALSR

MISSED APPROACH: Climb to 2900, then climbing left
turn to 3200 direct SURFF LOM and hold.

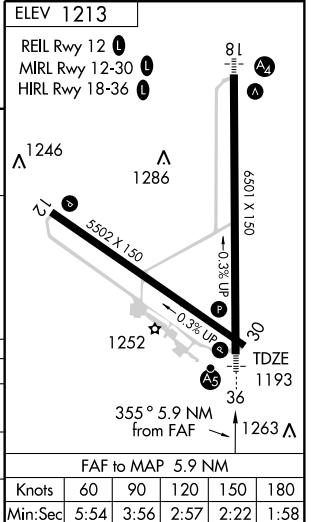
ASOS	MINNEAPOLIS CENTER	UNICOM
120.3	127.3 380.2	123.0 (CTAF) 0



ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 36		1393-½ 200 (200-½)		
S-LOC 36	1600-½ 407 (400-½)		1600-¾ 407 (400-¾)	
CIRCLING	1720-1 507 (600-1)		1760-1½ 547 (600-1½)	1840-2 627 (700-2)



NC-3. 17 DEC 2009 to 14 JAN 2010

LOC I-MCW 109.5	APP CRS 175°	Rwy Idg TDZE Apt Elev	6501 1213 1213
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LOC BC RWY 18

MASON CITY MUNI (MCW)

DME from MCW VORTAC. Simultaneous reception of I-MCW and MCW DME required.
If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet.

MALS



MISSED APPROACH: Climb to 3000 direct MCW VORTAC and hold.

ASOS

120.3

MINNEAPOLIS CENTER

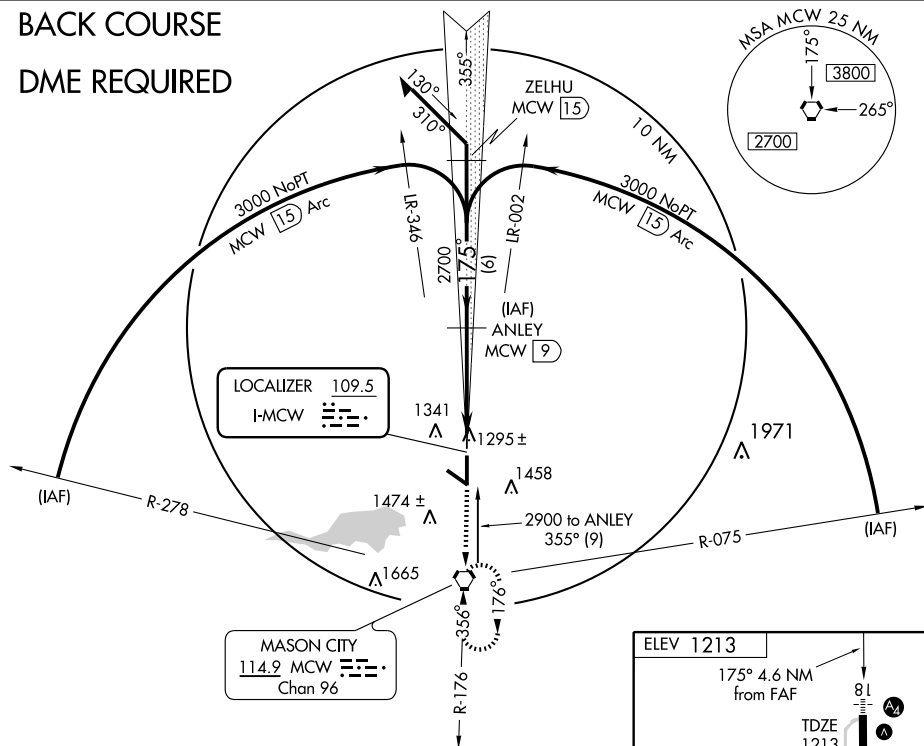
127.3 380.2

UNICOM

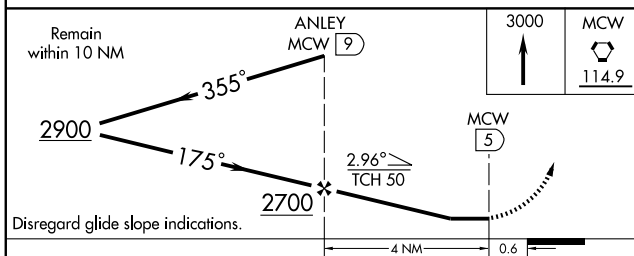
123.0 (CTAF) 1

BACK COURSE

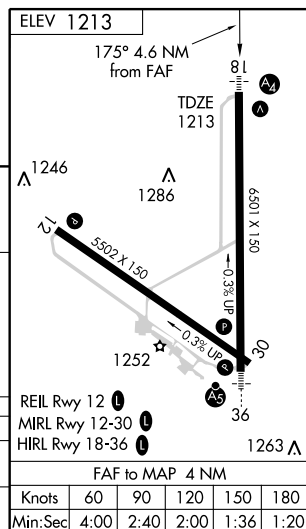
DME REQUIRED




NC-3, 17 DEC 2009 to 14 JAN 2010

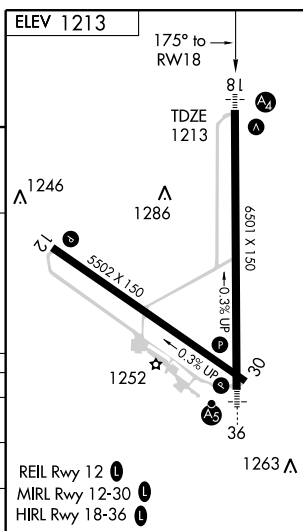
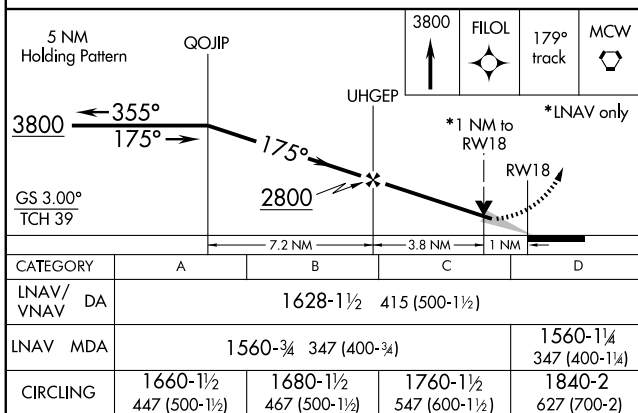
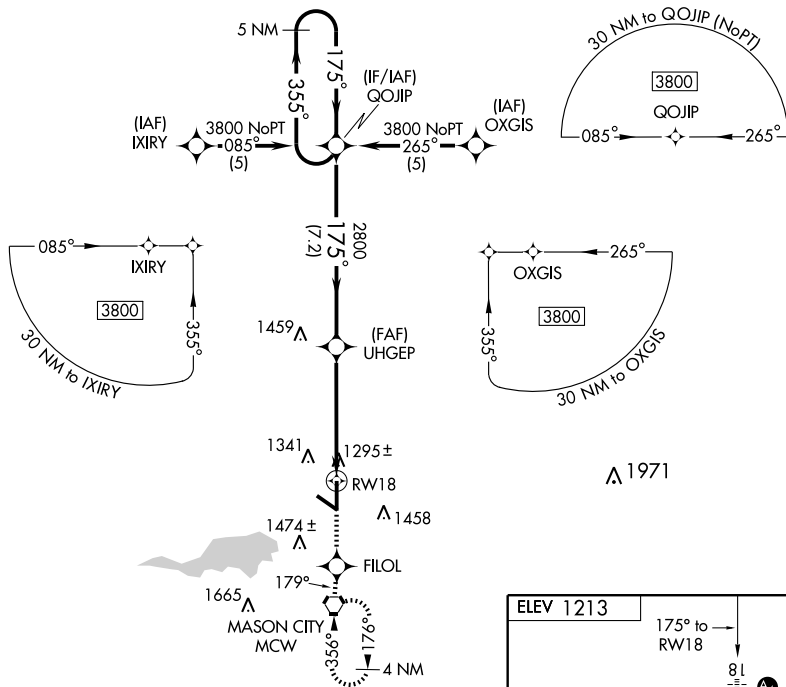


CATEGORY	A	B	C	D
S-18	1560-1 447 (500-1)	347 (400-3/4)	1560-1 1/4 347 (400-1 1/4)	
CIRCLING	1660-1 447 (500-1)	1680-1 467 (500-1)	1760-1 1/2 547 (600-1 1/2)	1840-2 627 (700-2)



<p>A Inoperative table does not apply to LNAV/VNAV. Baro-VNAV NA when using Charles City altimeter setting. If local altimeter setting not received, use Charles City altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV NA below -17°C (2°F). DME/DME RNP -0.3 NA. VDP NA when using Charles City altimeter setting.</p>	<p>MALS</p>  <p>A4</p>	<p>MISSED APPROACH: Climb to 3800 direct FLOLO and via 179° track to MCW VORTAC and hold, continue climb-in-hold to 3800.</p>
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ASOS 120.3	MINNEAPOLIS CENTER 127.3 380.2	UNICOM 123.0 (CTAF) 0
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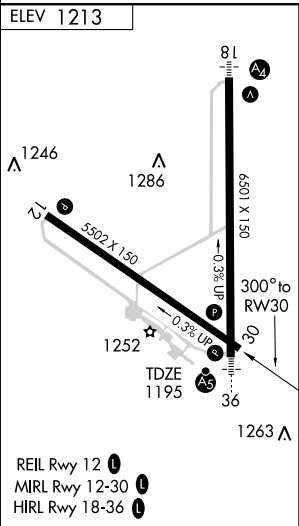
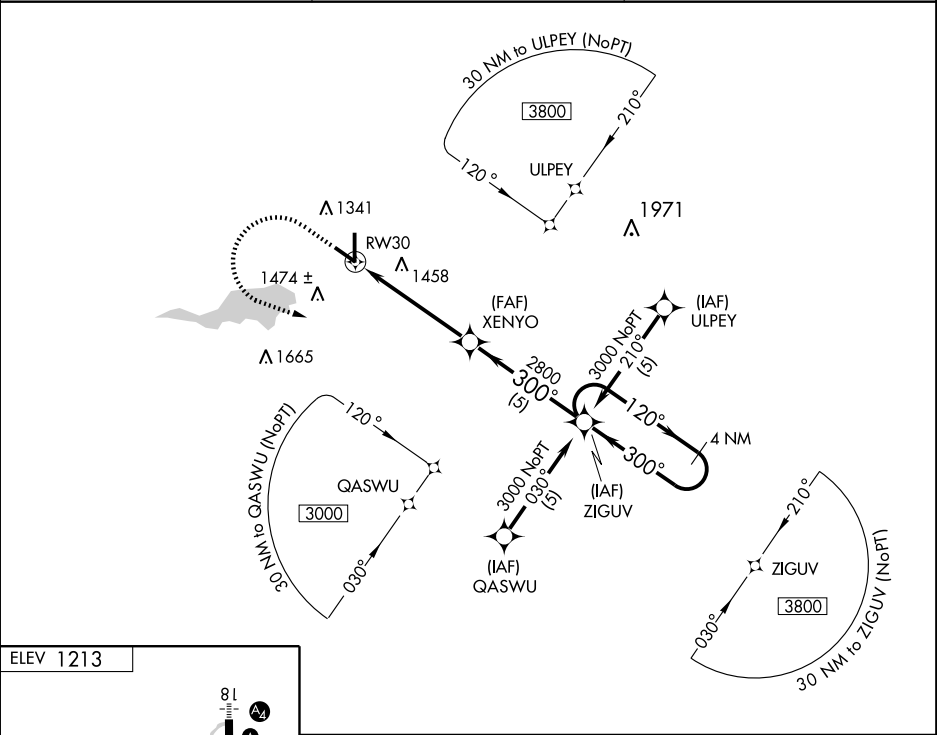
APP CRS	Rwy Idg	5502
300°	TDZE	1195
	Apt Elev	1213

RNAV (GPS) RWY 30

MASON CITY MUNI (MCW)

⚠ NA	If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet. DME/DME RNP- 0.3 NA.	MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct ZIGUV WP and hold.
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ASOS 120.3	MINNEAPOLIS CENTER 127.3 380.2	UNICOM 123.0 (CTAF) 0
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	2500	3000	ZIGUV	
	↑	↩	✧	
			XENYO	ZIGUV
			1.6 NM to RW30	4 NM Holding Pattern
			2.95° TCH 40	120° → 3000
			1.6 NM	← 300°
			3.4 NM	5 NM
			5 NM	
CATEGORY	A	B	C	D
GLS DA			NA	
LNAV/VNAV DA			NA	
LNAV MDA	1720-1	525 (600-1)	1720-1½ 525 (600-1½)	1720-1¾ 525 (600-1¾)
CIRCLING	1720-1	507 (600-1)	1760-1½ 547 (600-1½)	1840-2 627 (700-2)

▲ NA

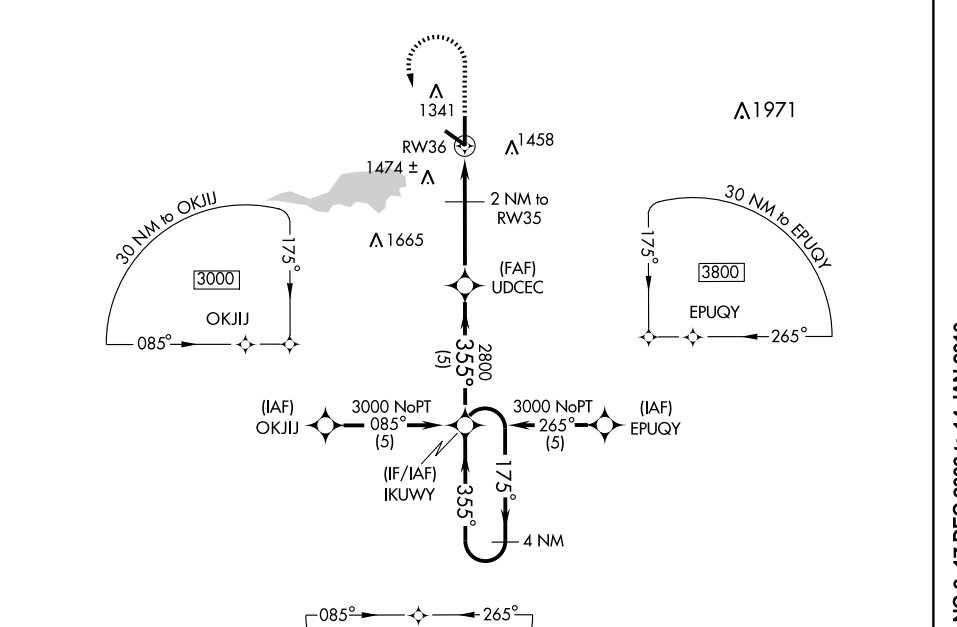
If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet.
 Straight-in minimums NA when using Charles City altimeter setting.
 DME/DME RNP-0.3 NA.

MALS

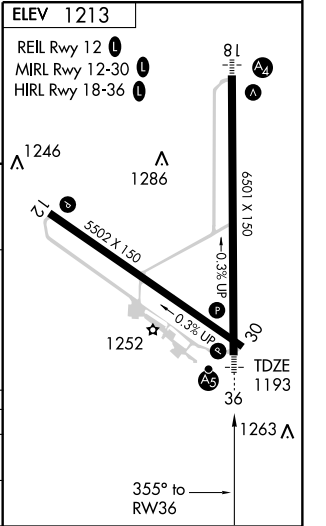
MISSED APPROACH:

Climb to 2000, then climbing left turn to 3000 direct IKUWY WP and hold.

ASOS 120.3	MINNEAPOLIS CENTER 127.3 380.2	UNICOM 123.0 (CTAF) 0
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<div> <div>4 NM Holding Pattern</div> <div>IKUWY</div> <div>UDCEC</div> <div>2000</div> <div>3000</div> <div>IKUWY</div> </div>				
<div> <div>3000</div> <div>← 175°</div> <div>→ 355°</div> <div>355°</div> <div>2800</div> <div>2.93°</div> <div>TCH 52</div> <div>2 NM to RW36</div> <div>RW36</div> <div>5 NM</div> <div>3 NM</div> <div>2 NM</div> </div>				
<div> <div>VGSI and descent angles not coincident.</div> </div>				
CATEGORY	A	B	C	D
RNAV MDA	1640-½	447 (500-½)	1640-¾	1640-1
			447 (500-¾)	447 (500-1)
CIRCLING	1660-1	1680-1	1760-1½	1840-2
	447 (500-1)	467 (500-1)	547 (600-1½)	627 (700-2)



VORTAC MCW	APP CRS	Rwy Idg	6501
114.9	175°	TDZE	1213
Chan 96		Apt Elev	1213

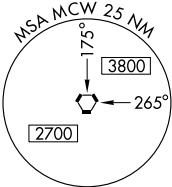
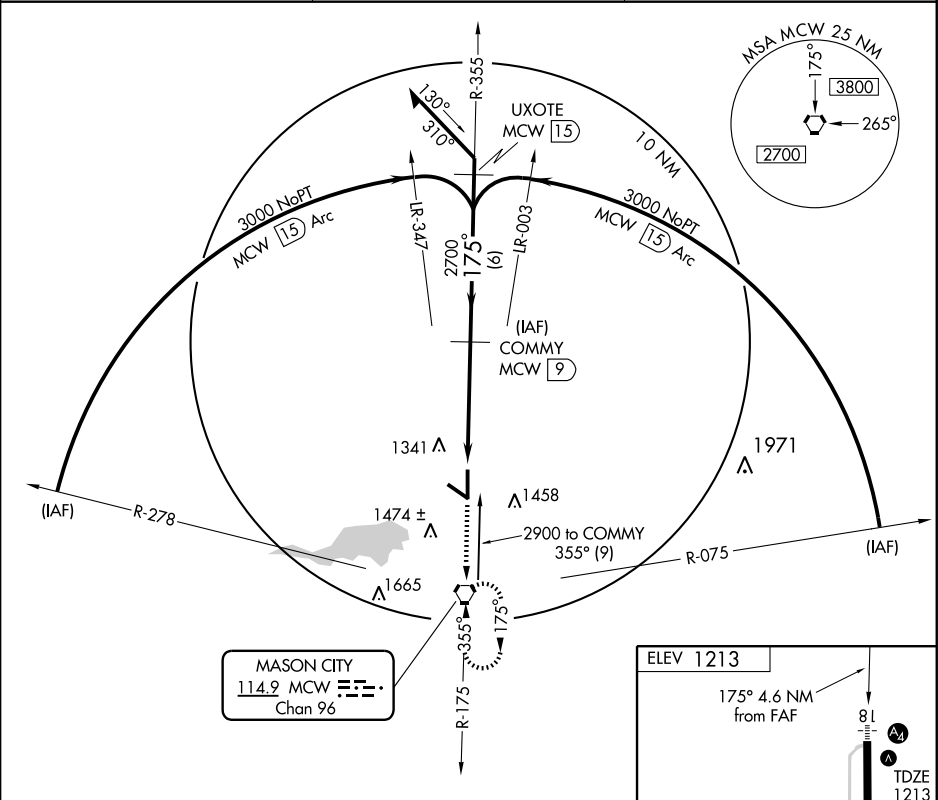
VOR/DME RWY 18
MASON CITY MUNI (MCW)

If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet.

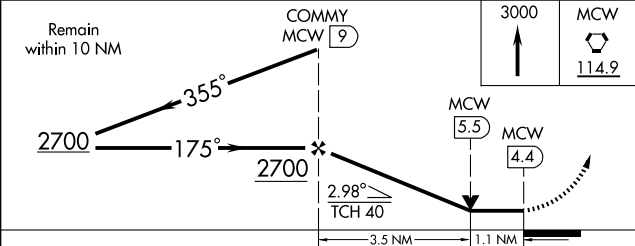


MISSED APPROACH: Climb to 3000 direct MCW VORTAC and hold.

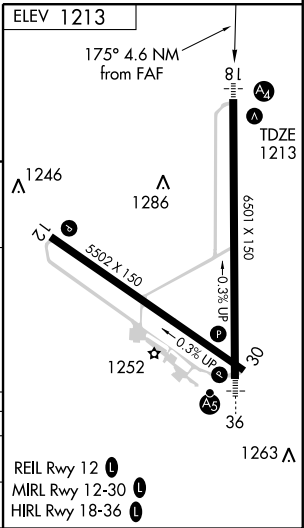
ASOS 120.3	MINNEAPOLIS CENTER 127.3 380.2	UNICOM 123.0 (CTAF) 0
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MASON CITY
114.9 MCW
Chan 96



CATEGORY	A	B	C	D
S-18	1600-3/4	387 (400-3/4)		1600-1 1/4 387 (400-1 1/4)
CIRCLING	1660-1 447 (500-1)	1680-1 467 (500-1)	1760-1 1/2 547 (600-1 1/2)	1840-2 627 (700-2)



MILFORD, IOWA

AL-6455 (FAA)

VOR/DME SPW 110.0 Chan 37	APP CRS 005°	Rwy Idg TDZE Apt Elev	N/A N/A 1439
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VOR/DME or GPS-A

MILFORD/FULLER(4D8)

▼ Procedure not authorized at night. Use Spencer altimeter setting;
If not received, procedure not authorized.

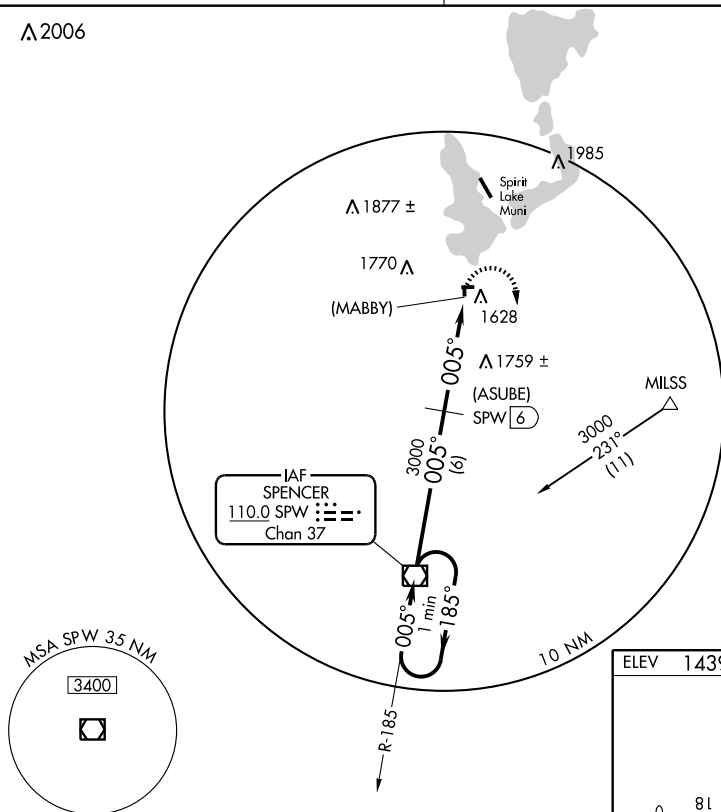
▲ NA

MISSED APPROACH: Climbing right turn to 3000
direct SPW VOR/DME and hold.

MINNEAPOLIS CENTER
127.75 257.7

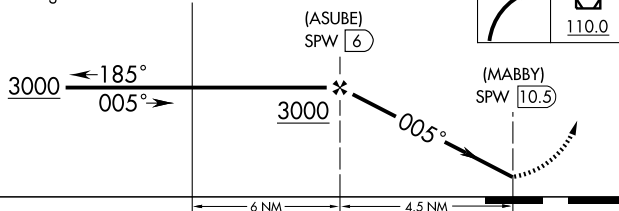
CTAF
122.9

▲ 2006

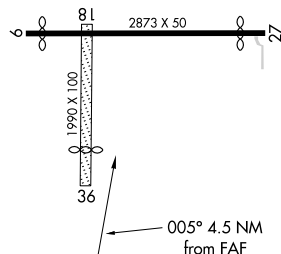


One Minute
Holding Pattern

VOR/DME



ELEV 1439



CATEGORY	A	B	C	D
CIRCLING	2020-1	581 (600-1)	NA	

LIRL Rwy 9-27 and 18-36

NC-3. 17 DEC 2009 to 14 JAN 2010

APP CRS
333°

Rwy Idg
TDZE
Apt Elev

4400
829
849

RNAV (GPS) RWY 33

MONTICELLO RGNL (MXO)

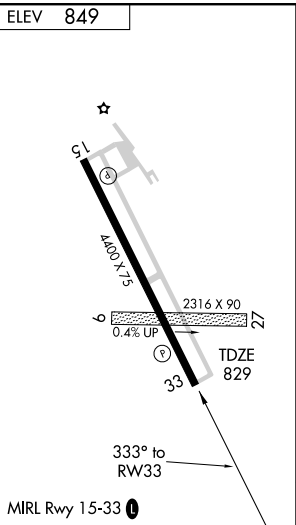
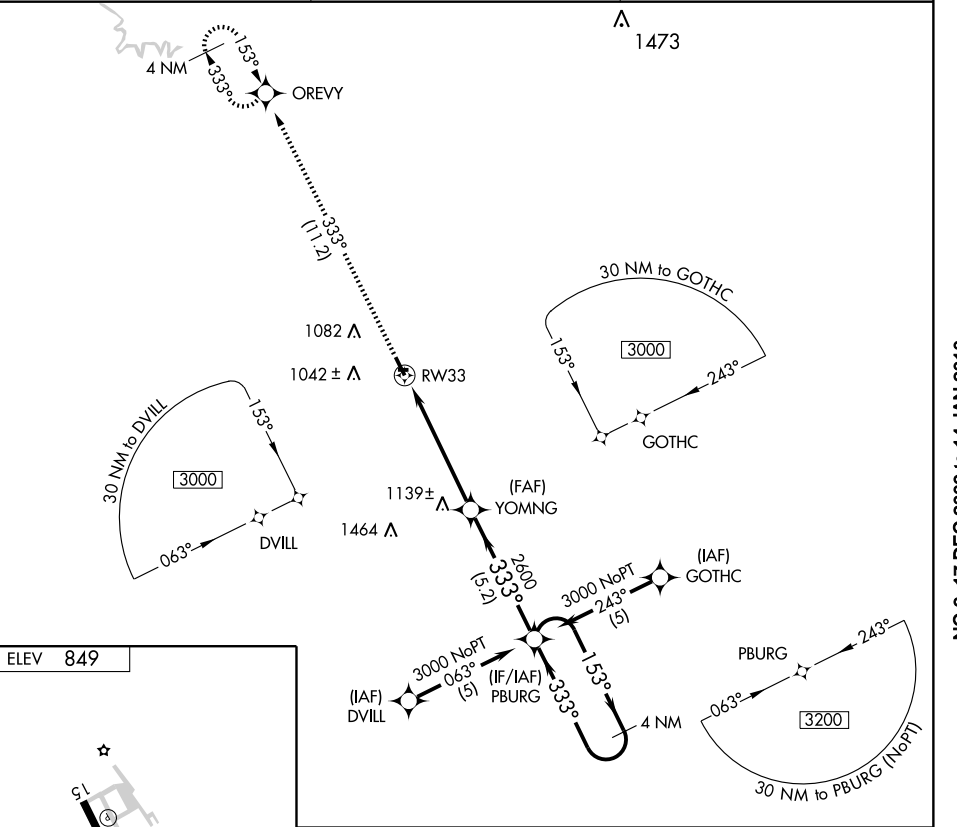
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 3000 via 333° course to OREVV WP and hold.

AWOS-3
119.275

CEDAR RAPIDS APP CON ★
134.05 266.8

UNICOM
122.8 (CTAF) 0



	3000	OREVV		PBURG	4 NM Holding Pattern
	333° CRS				
	RW33	YOMNG	PBURG		
	≤ 3.05° TCH 40	2600			
	5.4 NM	5.2 NM			
CATEGORY	A	B	C	D	
LNAV MDA	1340-1	511 (500-1)	1340-1½ 511 (500-1½)	NA	
CIRCLING	1360-1 511 (600-1)	1380-1 531 (600-1)	1400-1½ 551 (600-1½)	NA	

NC-3, 17 DEC 2009 to 14 JAN 2010

NDB MPZ	APP CRS	Rwy Idg	4001
<u>212</u>	325°	TDZE	734
		Apt Elev	734

NDB or GPS RWY 33
MOUNT PLEASANT MUNI (MPZ)

T Use Burlington altimeter setting.

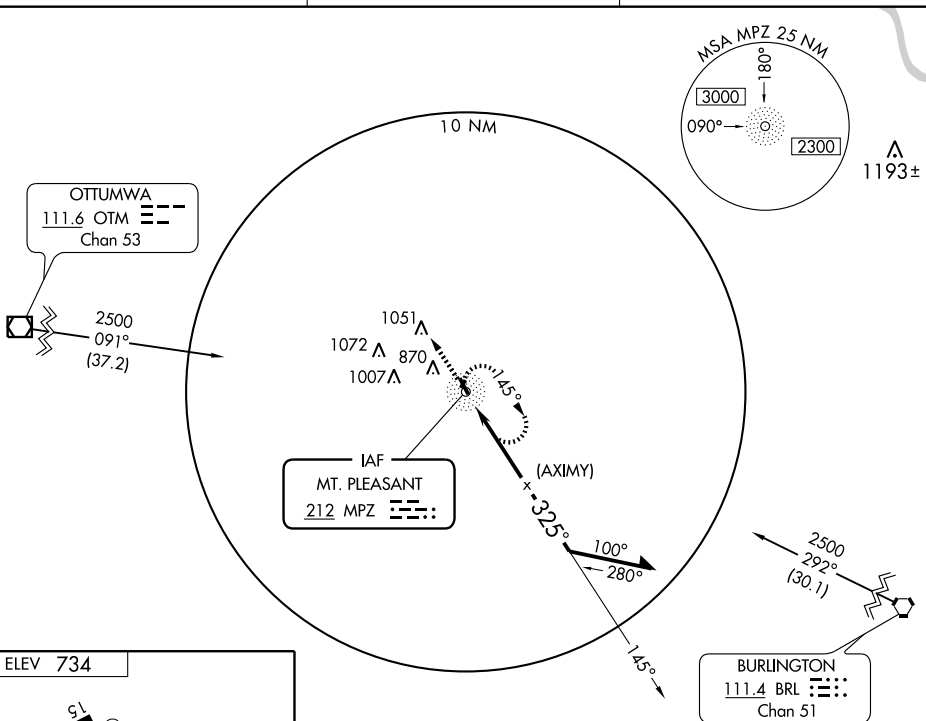
A NA

MISSED APPROACH: Climb to 2300 then direct MPZ NDB and hold.

AWOS-3
119.325

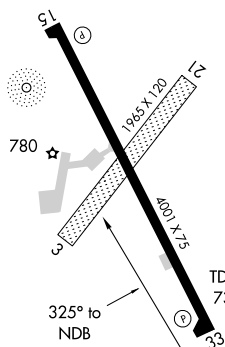
CHICAGO CENTER
135.6 316.1

UNICOM
123.05 (CTAF) **L**

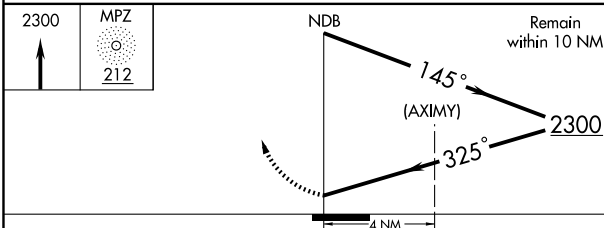


NC-3, 17 DEC 2009 to 14 JAN 2010

ELEV 734



REIL Rwy 33 **L**
MIRL Rwy 15-33



CATEGORY	A	B	C	D
S-33	1340-1 606 (700-1)		1340-1¾ 606 (700-1¾)	NA
CIRCLING	1340-1 606 (700-1)	1420-1 686 (700-1)	1420-2 686 (700-2)	NA

LOC/DME I-LUC 109.15 Chan 28 (Y)	APP CRS 240°	Rwy Idg TDZE Apt Elev 5500 545 547
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ILS or LOC RWY 24

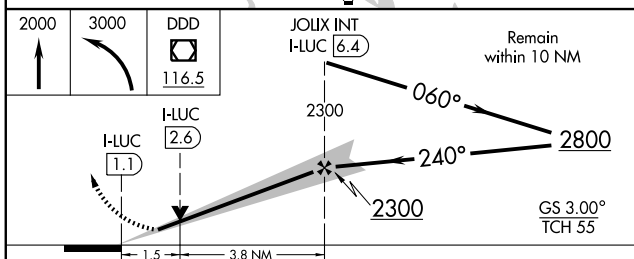
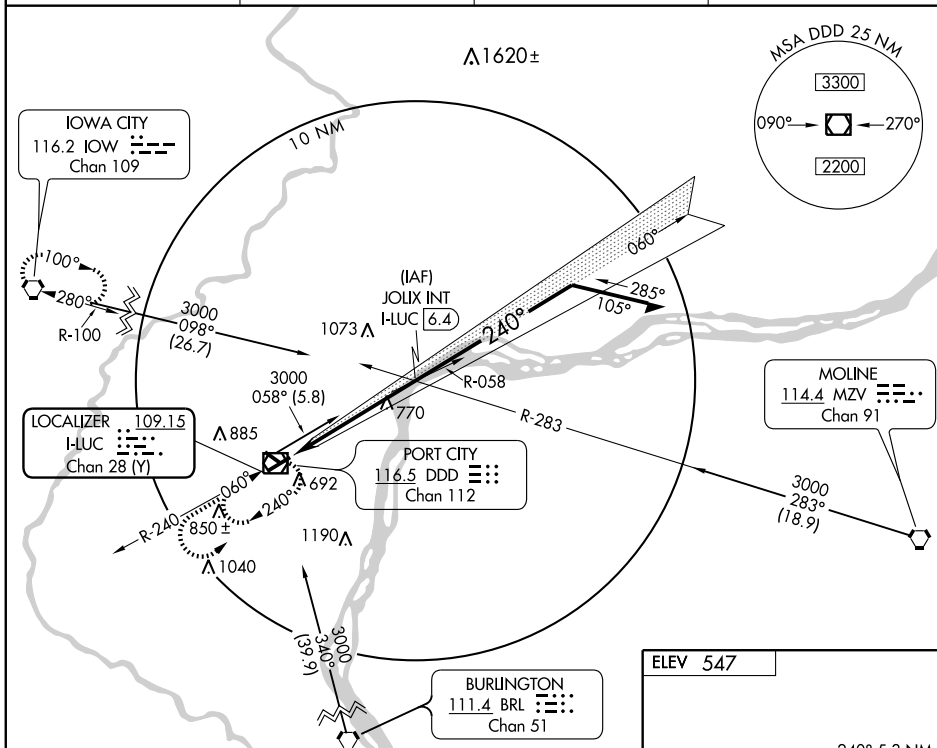
MUSCATINE MUNI (MUT)

▼ If local altimeter setting not received, use Iowa City Muni altimeter setting and increase all DAs/MDAs 80 feet.
▲ VDP NA with Iowa City Muni altimeter setting.

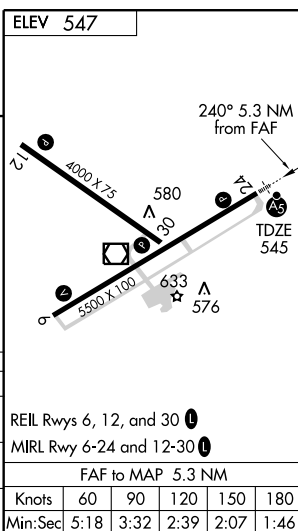


MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DDD VOR/DME and hold.

AWOS-3 119.775	QUAD CITY APP CON★ 118.2 257.8	CINC DEL 124.25	UNICOM 122.7 (CTAF) 1
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CATEGORY	A	B	C	D
S-ILS 24	745-½ 200 (200-½)			
S-LOC 24	1080-½ 535 (600-½)	1080-1 535 (600-1)	1080-1¼ 535 (600-1¼)	
CIRCLING	1080-1 533 (600-1)	1160-1 613 (700-1)	1200-1¾ 653 (700-1¾)	1200-2 653 (700-2)



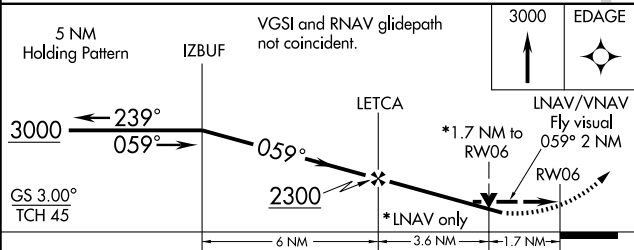
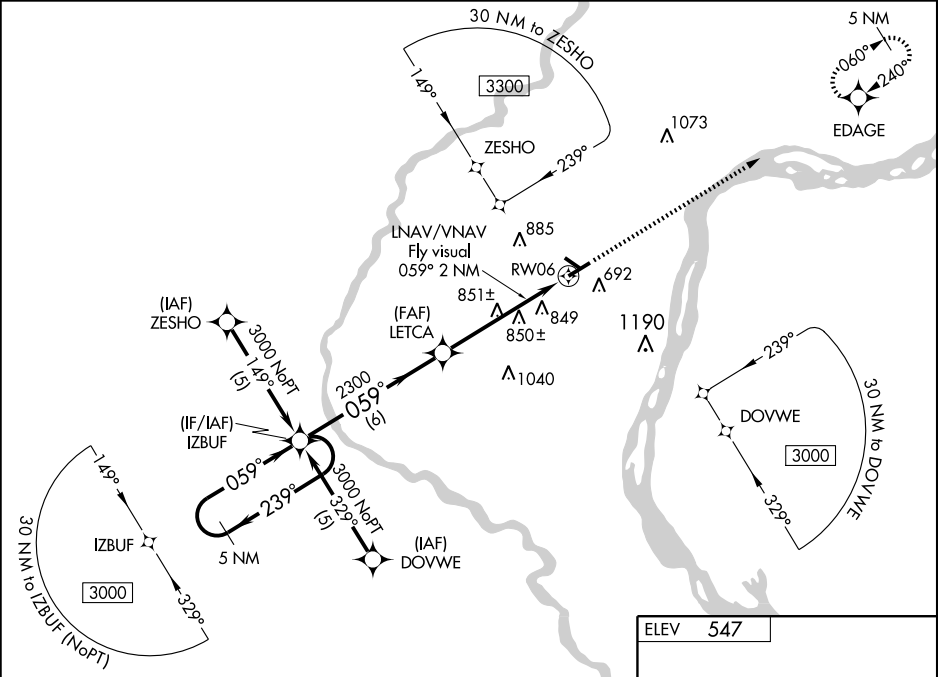
WAAS CH 53701 W06A	APP CRS 059°	Rwy Idg TDZE Apt Elev	5500 547 547
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RNAV (GPS) RWY 6
MUSCATINE MUNI (MUT)

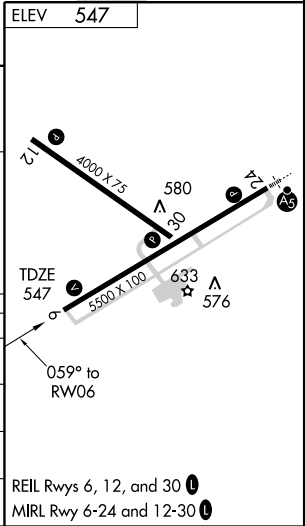
⚠ DME/DME RNP-0.3 NA. Visibility reductions by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).
If local altimeter setting not received, use Iowa City Muni altimeter setting and increase all DAs/MDAs 80 feet.
Baro-VNAV and VDP NA when using Iowa City Muni altimeter setting.

MISSED APPROACH: Climb to 3000 direct EDAGE and hold.

AWOS-3 119.775	QUAD CITY APP CON * 118.2 257.8	CLNC DEL 124.25	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1076-2 529 (600-2)			
LNAV/VNAV DA	1232-2 685 (700-2)			1232-2¼ 685 (700-2¼)
LNAV MDA	1120-1 573 (600-1)	1120-1½ 573 (600-1½)		1120-1¾ 573 (600-1¾)
CIRCLING	1120-2½ 573 (600-2½)	1160-2½ 613 (700-2½)	1200-2½ 653 (700-2½)	653 (700-2½)



REIL Rwy 6, 12, and 30
MRL Rwy 6-24 and 12-30

WAAS
CH 99701
W24A

APP CRS
240°

Rwy Idg	5500
TDZE	545
Apt Elev	547

RNAV (GPS) RWY 24
MUSCATINE MUNI (MUT)

DME/DME RNP-0.3 NA.

For inoperative MALSR, increase LPV all Cats. visibility to 1, LNAV Cat. D visibility to 1¼.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).

If local altimeter setting not received, use Iowa City Muni altimeter setting and increase all DAs/MDAs 80 feet.

Baro-VNAV and VDP NA when using Iowa City Muni altimeter setting.

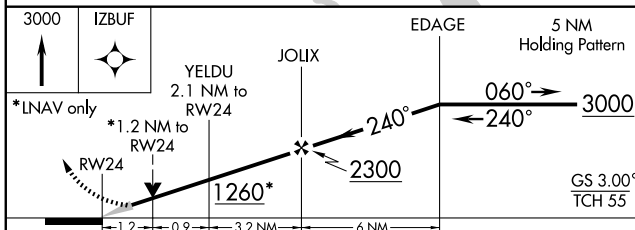
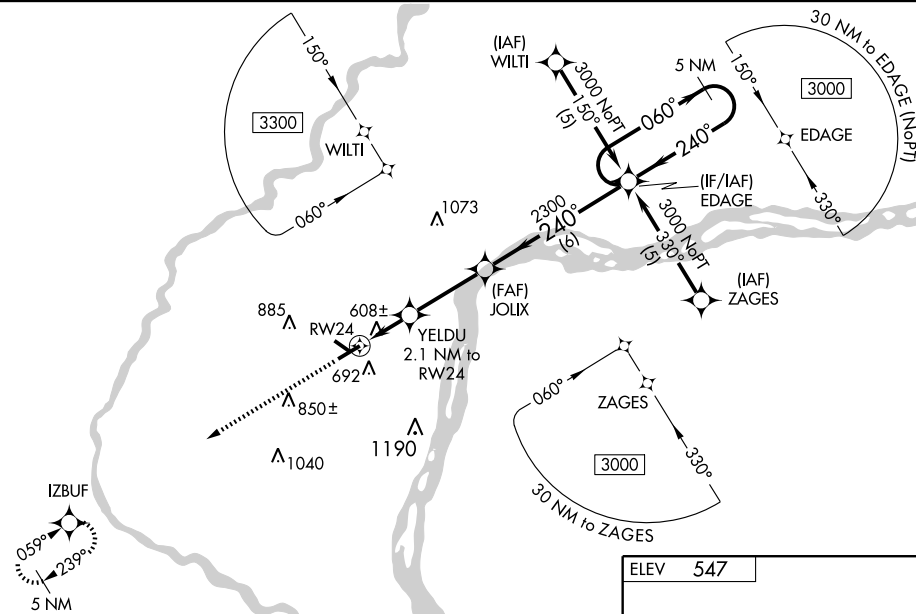
MALSR



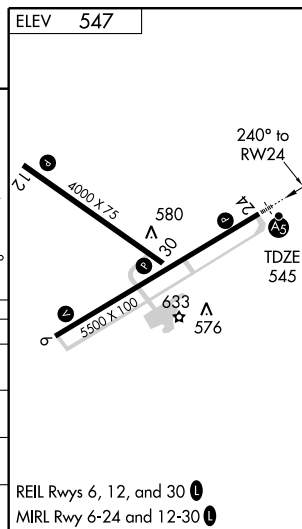
MISSED APPROACH: Climb to 3000 direct IZBUF and hold.

AWOS-3
119.775

QUAD CITY APP CON ★
118.2 257.8

CLNC DEL
124.25UNICOM
122.7 (CTAF) **L**

CATEGORY		A	B	C	D
LPV	DA	812-½ 267 (300-½)			
LNAV/ VNAV	DA	874-¾ 329 (400-¾)			
LNAV	MDA	960-½ 415 (500-½)	960-¾ 415 (500-¾)	960-1 415 (500-1)	
CIRCLING		1000-1¼ 453 (500-1¼)	1160-1¼ 613 (700-1¼)	1200-1¼ 653 (700-1¼)	1200-2 653 (700-2)

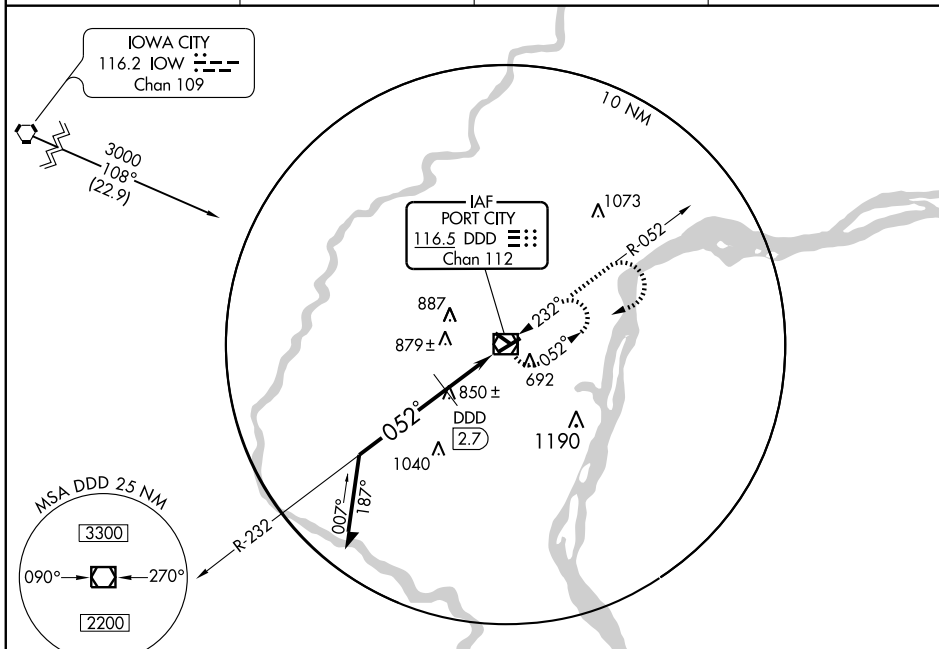


VOR/DME DDD 116.5 Chan 112	APP CRS 052°	Rwy Idg TDZE Apt Elev	5500 547 547
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VOR RWY 6

MUSCATINE MUNI (MUT)

		MISSED APPROACH: Climb to 3000, then right turn direct DDD VOR/DME and hold.	
AWOS-3 119.775	QUAD CITY APP CON ★ 118.2 257.8	CLNC DEL 124.25	UNICOM 122.7 (CTAF)



ELEV 547

Remain
within 10 NM

VOR/DME

3000

DDD

116.5

VGSI and descent angles
not coincident.

2300

DDD

2.7

DDD

2.1

3.00°

TCH 40

1340

0.6 NM

1.7 NM

0.4 NM

CATEGORY

A

B

C

D

S-6

1340-1

793 (800-1)

1340-1¼

793 (800-1¼)

1340-2¼

793 (800-2¼)

1340-2½

793 (800-2½)

CIRCLING

1340-1

793 (800-1)

1340-1¼

793 (800-1¼)

1340-2¼

793 (800-2¼)

1340-2½

793 (800-2½)

DME MINIMUMS

S-6

1140-1 593 (600-1)

1140-1½

593 (600-1½)

1140-1¾

593 (600-1¾)

CIRCLING

1140-1 593 (600-1)

1200-1¾

653 (700-1¾)





1200-2

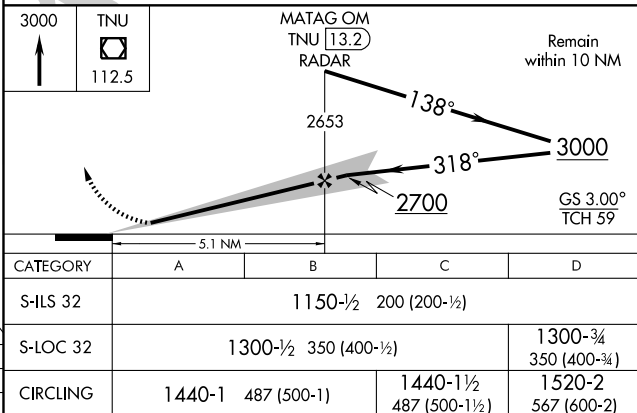
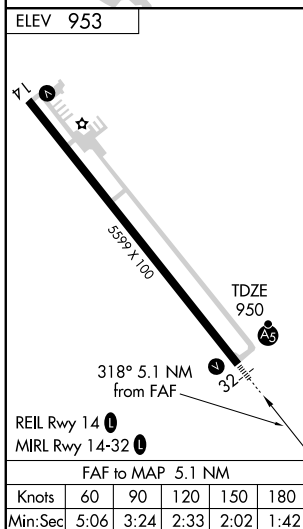
653 (700-2)

REIL Rwy 6, 12, and 30
 MRL Rwy 6-24 and 12-30

REIL Rwy 6, 12, and 30

MIRL Rwy 6-24 and 12-30

 NA		 MALSR 	MISSED APPROACH: Climb to 3000 direct TNU VOR/DME and hold.	
AWOS-3 132.275	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.3	UNICOM 122.8 (CTAF) 	



APP CRS	Rwy Idg	5599
138°	TDZE	952
	Apt Elev	952

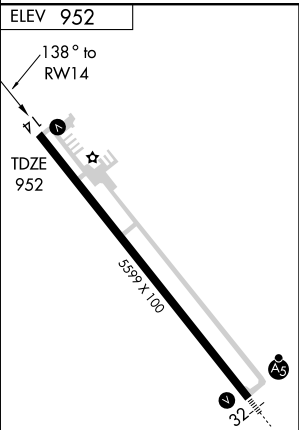
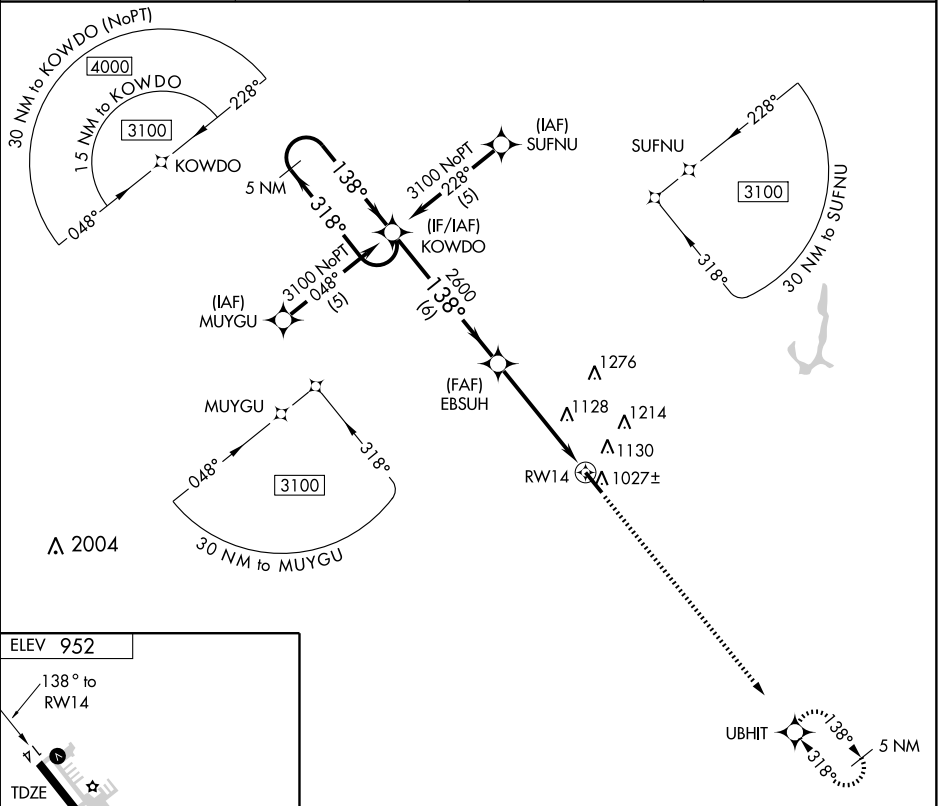
RNAV (GPS) RWY 14

NEWTON MUNI (TNU)

⚠ If local altimeter setting not received, use Des Moines altimeter setting and increase all MDAs 80 feet.
⚠ DME/DME RNP-0.3 NA.
VDP NA when using Des Moines altimeter setting.

MISSED APPROACH: Climb to 2700 direct UBHIT and hold.

AWOS-3 132.275	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.3	UNICOM 122.8 (CTAF) 0
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	5 NM Holding Pattern		2700		UBHIT	
	KOWDO		EBSUH		RWY 14	
	3100	318°	138°	138°	1.4 NM to RWY 14	
				3.04°	TCH 39	
				6 NM	3.6 NM	1.4 NM
CATEGORY	A	B	C	D		
LNAV MDA	1440-1	488 (500-1)	1440-1¼ 488 (500-1¼)	1440-1½ 488 (500-1½)		
CIRCLING	1440-1	488 (500-1)	1440-1½ 488 (500-1½)	1520-2 568 (600-2)		


WAAS CH 99702 W32A	APP CRS 318°	Rwy Idg TDZE Apt Elev	5599 950 952
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RNAV (GPS) RWY 32

NEWTON MUNI (TNU)

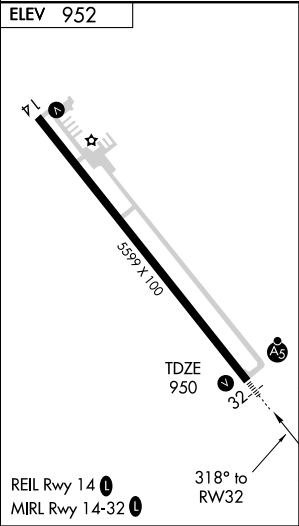
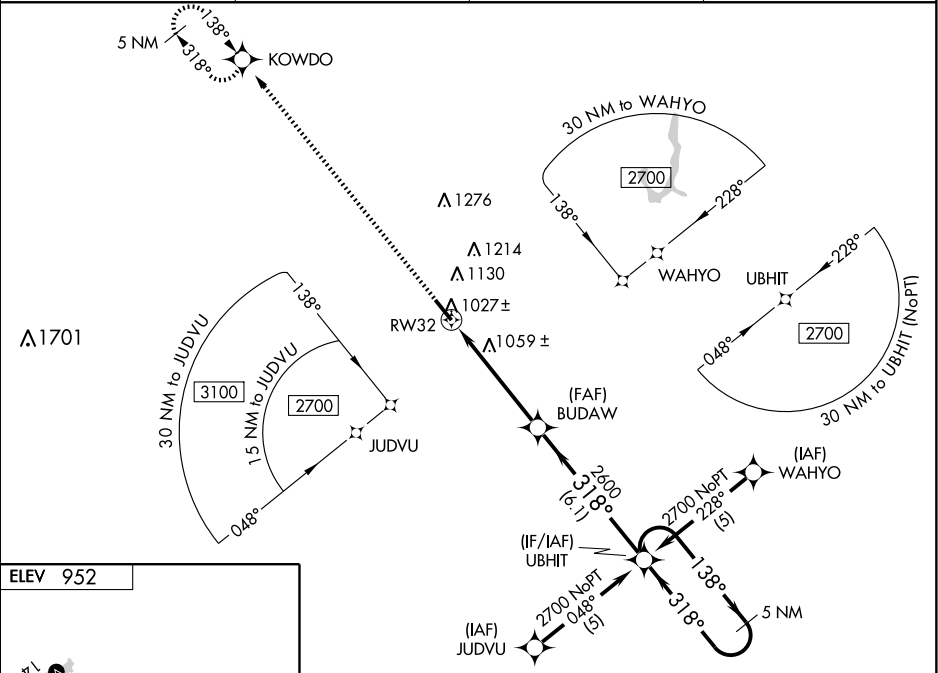
⚠ For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile, LNAV Cat D visibility to 1 1/4 mile.
⚠ Baro-VNAV NA when using Des Moines altimeter setting.
If local altimeter setting not received, use Des Moines altimeter setting and increase all DAs/MDAs 80 feet.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
VDP NA when using Des Moines altimeter setting.

MALSR



MISSED APPROACH: Climb to 3100 direct KOWDO and hold.

AWOS-3 132.275	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.3	UNICOM 122.8 (CTAF) 0
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3100	KOWDO	VGSI and RNAV glidepath not coincident.	5 NM Holding Pattern	
			UBHIT	
*LNAV only	*1 NM to RW32	BUDAW	138° →	2700
			← 318°	
				GS 3.00°
				TCH 59

VOR/DME TNU 112.5 Chn 72	APP CRS 147°	Rwy Idg 5599 TDZE 952 Apt Elev 953
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VOR RWY 14
NEWTON MUNI (TNU)



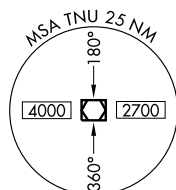
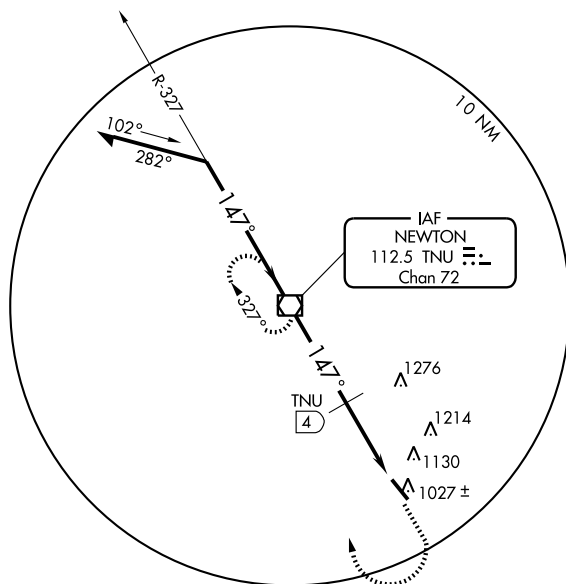
MISSED APPROACH: Climb to 2700, then right turn direct TNU VOR/DME and hold.

AWOS-3
132,275

DES MOINES APP CON
123.9 307.15

CLNC DEL
126,3

UNICOM
122.8 (CTAF) **L**

²⁰⁰⁴Δ

Remain
within 10 NM

VOR/DMF

2700

TNU

2700

— 1478

TNU

1440

1

114 —

32 N

CATEGORY	A	B	C	D
S-14	1440-1	488 (500-1)	1440-1½ 488 (500-1½)	1440-1½ 488 (500-1½)
CIRCLING	1440-1	487 (500-1)	1440-1½ 487 (500-1½)	1520-2 567 (600-2)

DME MINIMUMS

S-14	1380-1 428 (500-1)	1380-1¼ 428 (500-1¼)	1380-1½ 428 (500-1½)
CIRCLING	1440-1 487 (500-1)	1440-1½ 487 (500-1½)	1520-2 567 (600-2)

ELEV 953

147° 7.2 NM
from FAF

TD.

ZE

5599 x 100

REIL Rwy 14 L

MIRL Rwy 14-32 **L**

FAF to MAP 7.2 NM

Knots	60	90	120	150	180
Min:Sec	7:12	4:48	3:36	2:53	2:24

VOR RWY 32
NEWTON MUNI (TNU)

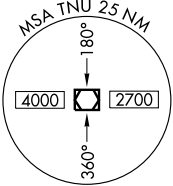
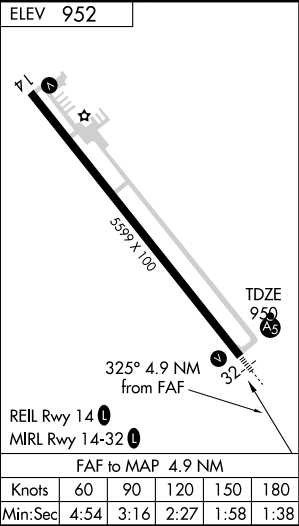
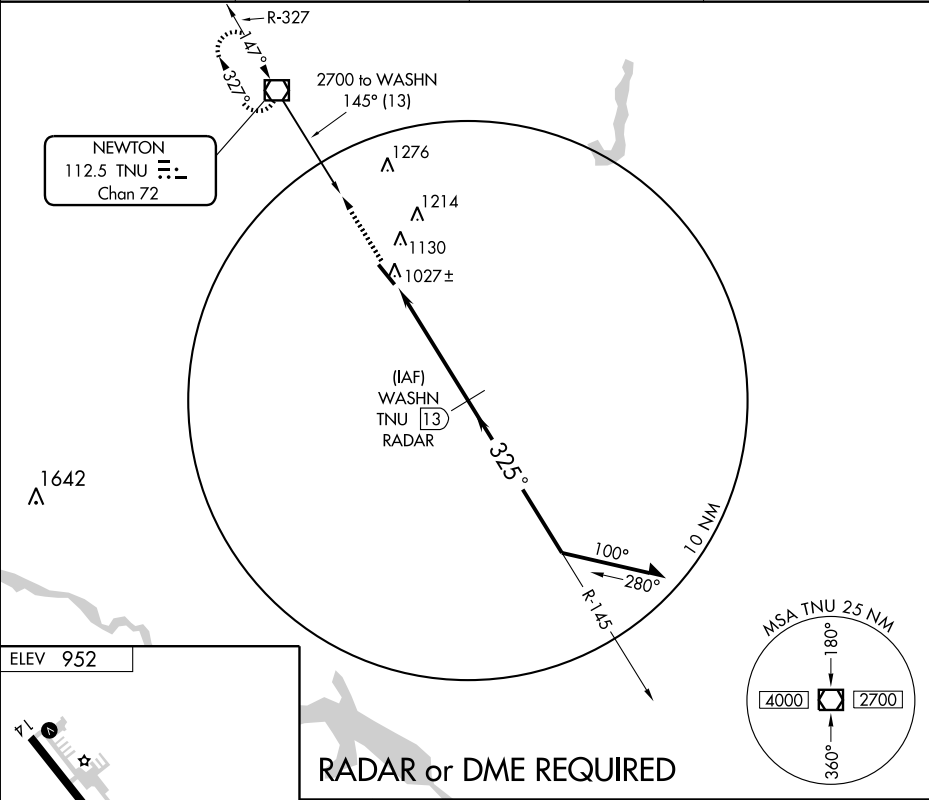
VOR/DME TNU 112.5 Chan 72	APP CRS 325°	Rwy Idg TDZE Apt Elev	5599 950 952
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▼ For inoperative MALSR, increase S-32 Cat. D visibility to 1¼ miles.



MISSED APPROACH: Climb to 2700 direct TNU VOR/DME and hold.

AWOS-3 132.275	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.3	UNICOM 122.8 (CTAF) 0
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2700	TNU	WASHN TNU 13/RADAR	Remain within 10 NM	
↑				
112.5				
VGS and descent angles not coincident.				
TNU 8.1	325°	325°	2700	
	4.9 NM	3.29° TCH 40		
CATEGORY	A	B	C	D
S-32	1300-½ 350 (400-½)			1300-1 350 (400-1)
CIRCLING	1440-1	487 (500-1)	1440-1½ 487 (500-½)	1520-2 567 (600-2)

▼

NA

MISSED APPROACH: Climbing right turn to 3100 via heading 300° then direct OLZ NDB and hold.

AWOS-3

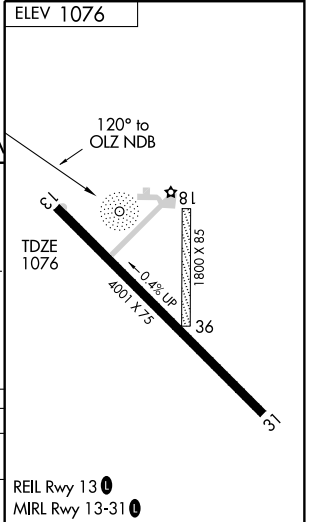
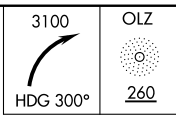
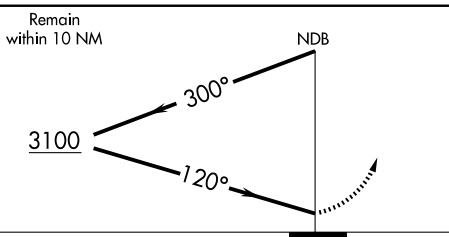
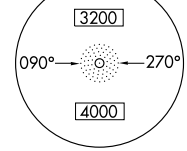
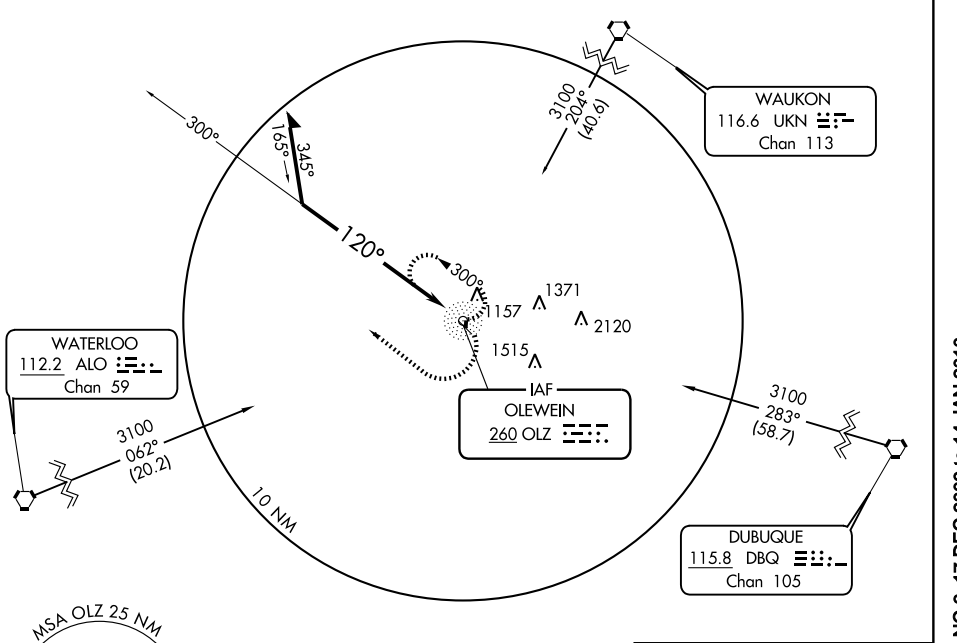
119.675

WATERLOO APP CON*

118.9 257.8

UNICOM

122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-13	1740-1	664 (700-1)	1740-1¾ 664 (700-1¾)	1740-2 664 (700-2)
CIRCLING	1740-1	664 (700-1)	1740-1¾ 664 (700-1¾)	1740-2 664 (700-2)

REIL Rwy 13 0
MIRL Rwy 13-31 0

RNAV (GPS) RWY 13

OELWEIN MUNI (OLZ)

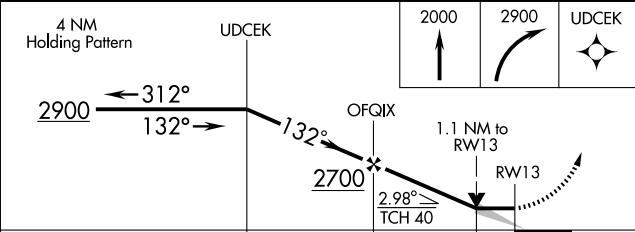
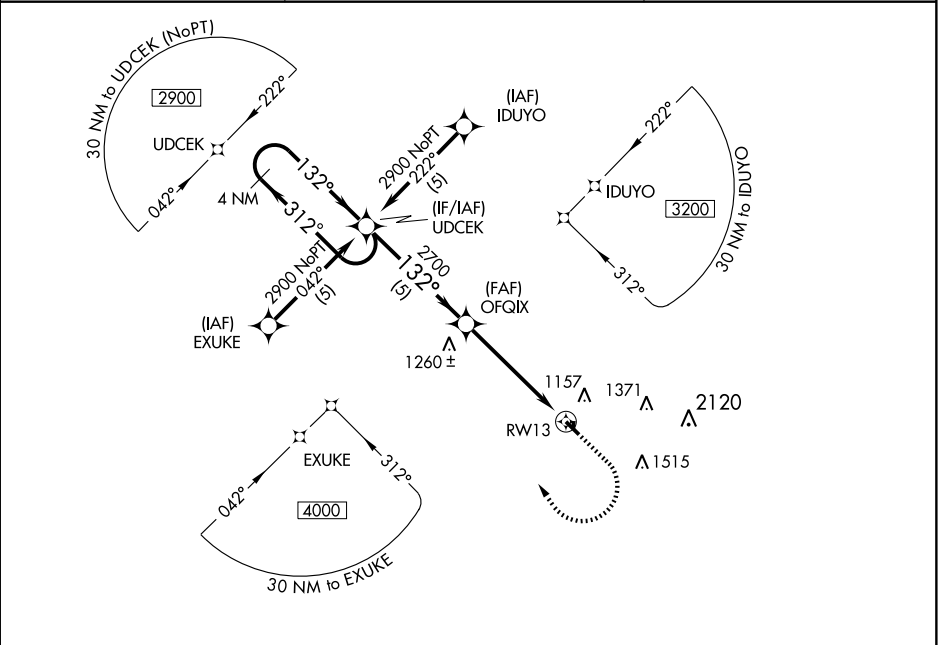
APP CRS	Rwy Idg	4001
132°	TDZE	1076
	Apt Elev	1076

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

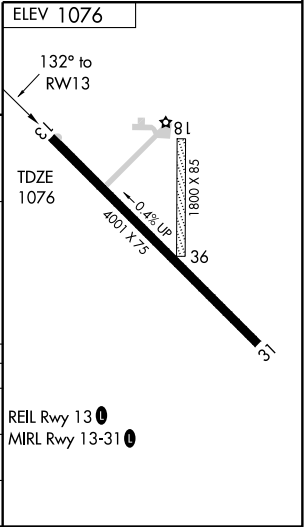
NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 2900 direct UDCEK WP and hold.

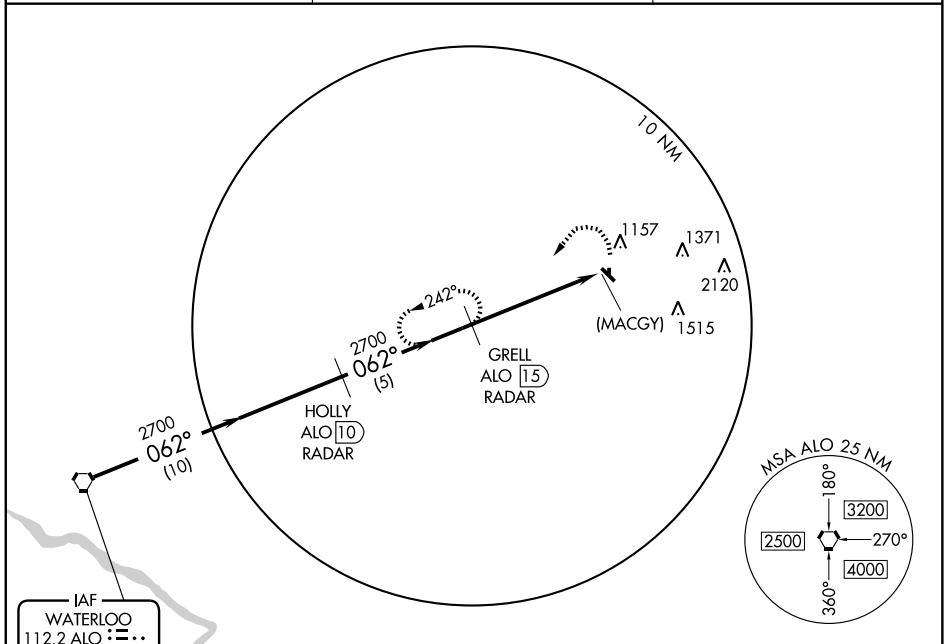
AWOS-3 119.675	WATERLOO APP CON* 118.9 257.8	UNICOM 122.8 (CTAF) 0
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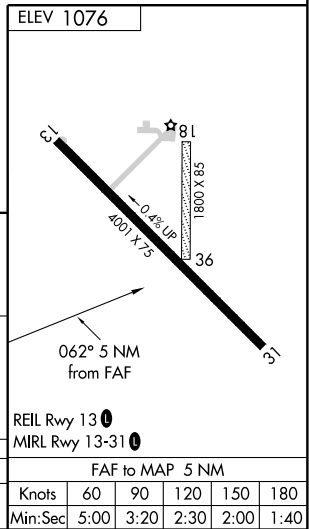
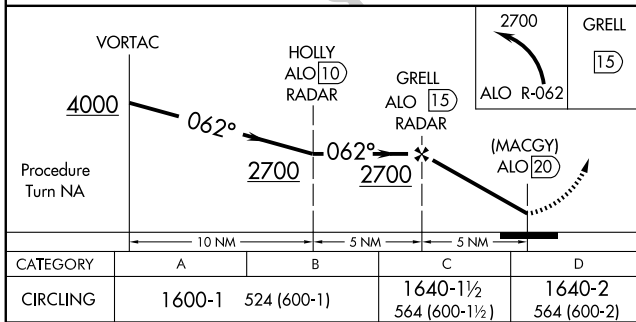
CATEGORY	A	B	C	D
INAV/ VNAV DA	NA			
INAV MDA	1460-1 384 (400-1)			1460-1¼ 384 (400-1¼)
CIRCLING	1500-1 424 (500-1)	1540-1 464 (500-1)	1540-1½ 464 (500-1½)	1640-2 564 (600-2)



▼ Radar not available when Waterloo Tower not in operation.		MISSED APPROACH: Climbing left turn to 2700 via ALO R-062 to GRELL 15 DME/RADAR and hold.	
AWOS-3 119.675	WATERLOO APP CON ★ 118.9 257.8		UNICOM 122.8 (CTAF) 0



2309
DME OR RADAR REQUIRED

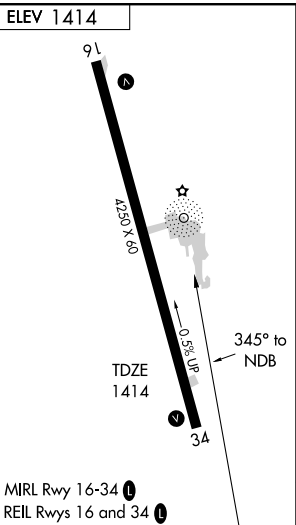
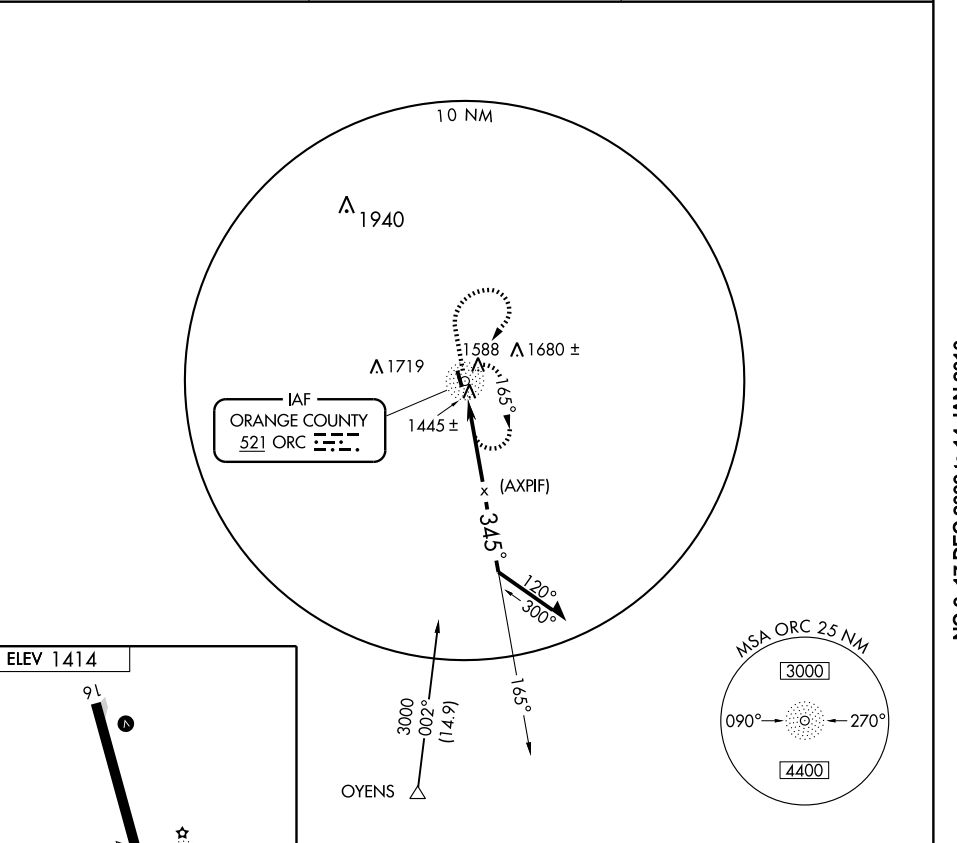


▼

▲ NA

MISSED APPROACH: Climb to 3000 then right turn direct ORC NDB and hold.

AWOS-3 127.825	MINNEAPOLIS CENTER 124.1 269.0	UNICOM 122.8 (CTAF) 0
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3000

ARC

ORC 521

NDB

165°

345°

3000

Remain within 10 NM

4 NM

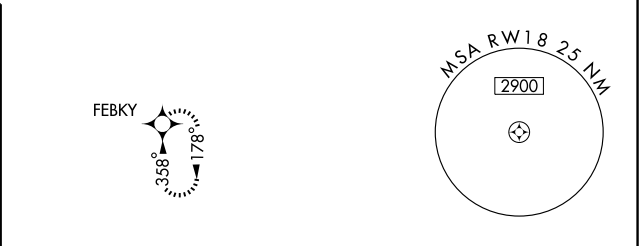
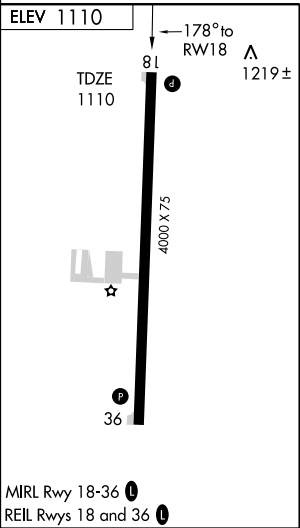
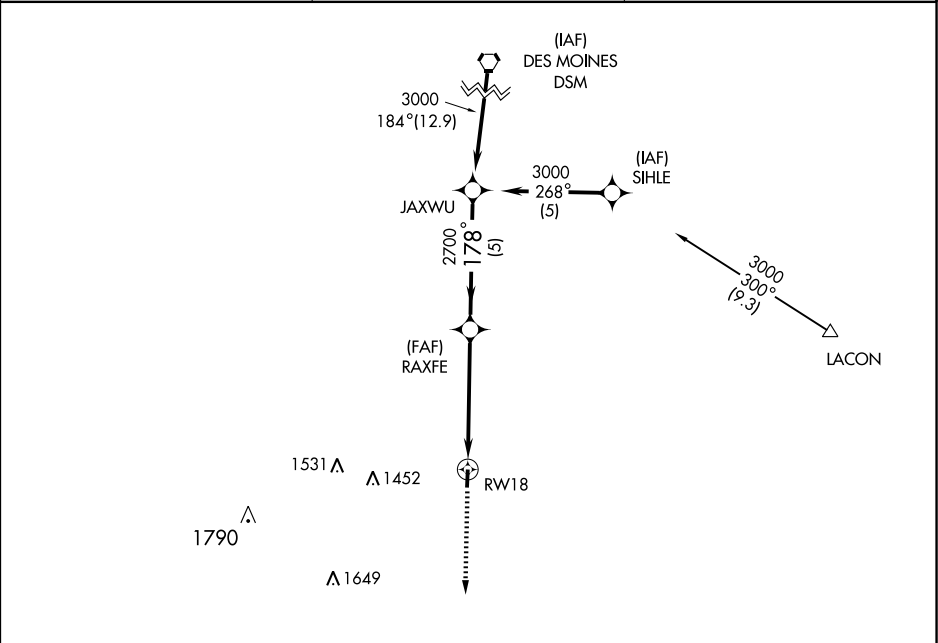
CATEGORY	A	B	C	D
S-34	1920-1	506 (600-1)	1920-1½	506 (600-1½)
CIRCLING	1920-1	506 (600-1)	1920-1½	1980-2
			506 (600-1½)	566 (600-2)

NC-3. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4000
178°	TDZE	1110
	Apt Elev	1110

<div>⚠ NA</div> <div>Use Des Moines altimeter setting.</div>	MISSED APPROACH: Climb to 3000 direct FEBKY WP and hold.
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AWOS-3 120.975	DES MOINES APP CON 135.2 360.7	UNICOM 122.8 (CTAF) 0
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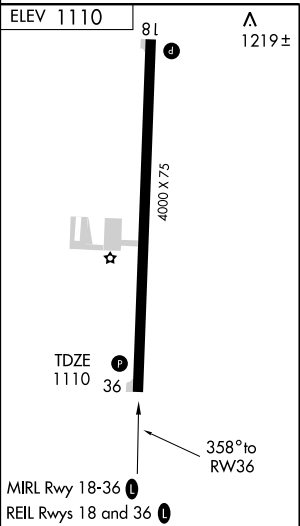
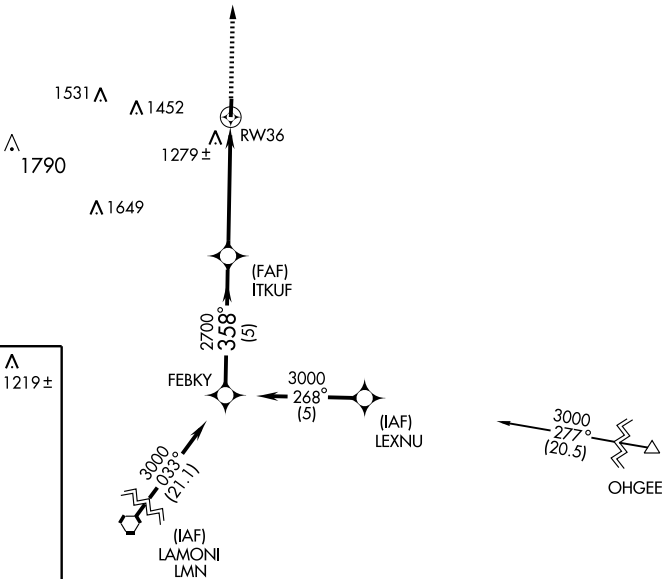
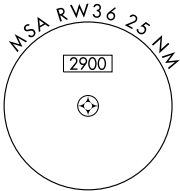


3000	FEBKY	JAXWU	
		RAXFE	
		RWY 18	
		2700	
		178°	
		3000	
		Procedure Turn NA	
CATEGORY	A	B	C
5-18	1560-1 450 (500-1)		NA
CIRCLING	1680-1 570 (600-1)		NA

APP CRS	Rwy Idg	4000
358°	TDZE	1110
	Apt Elev	1110

▲ NA	Use Des Moines altimeter setting.	MISSED APPROACH: Climb to 3000 direct JAXWU WP and hold.
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AWOS-3 120.975	DES MOINES APP CON 135.2 360.7	UNICOM 122.8 (CTAF) 0
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FEBKY				3000	JAXWU
3000				358°	ITKUF
Procedure Turn NA				2700	RW36
				5 NM	5 NM
CATEGORY	A	B	C	D	
S-36	1620-1	510 (600-1)	NA		
CIRCLING	1680-1	570 (600-1)	NA		

VORTAC DSM
117.5
Chan **122**

APP CRS
178°

Rwy Idg
TDZE
Apt Elev
4000
1110
1110

VOR/DME RWY 18
OSCEOLA MUNI (175)

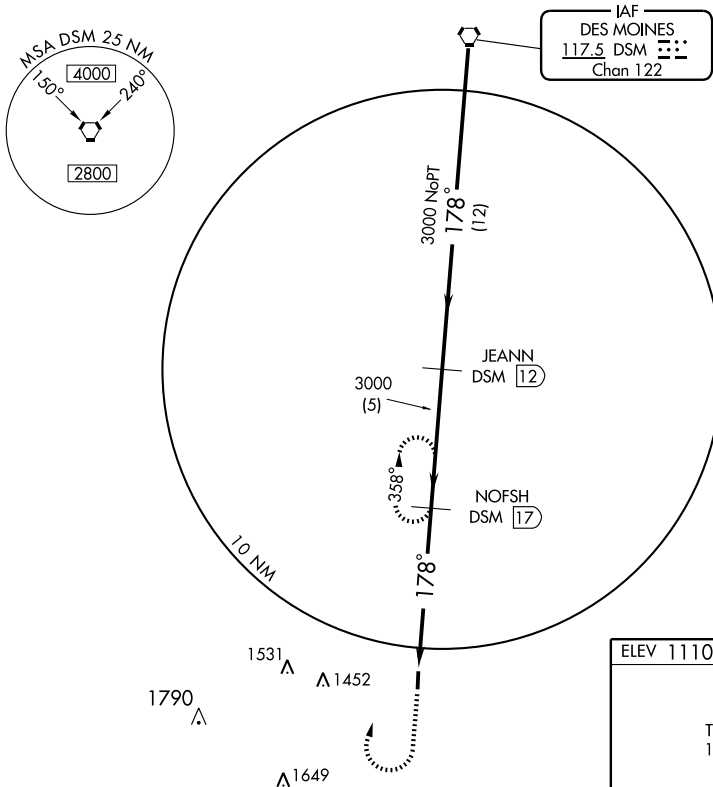
NA
Use Des Moines altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn via DSM R-178 to NOFSH/17 DME and hold.

AWOS-3
120.975

DES MOINES APP CON
135.2 360.7

UNICOM
122.8 (CTAF)



3000
↑

DSM R-178

NOFSH DSM 17

VORTAC

DSM 22.8

NOFSH DSM 17

JEANN DSM 12

3500

3000

3000

178°

Procedure Turn NA

5.8 NM

5 NM

12 NM

CATEGORY	A	B	C	D
S-18	1580-1 470 (500-1)	1580-1¼ 470 (500-1¼)	NA	
CIRCLING	1680-1 570 (600-1)	1680-1¼ 570 (600-1¼)	NA	

ELEV 1110

TDZE 1110

81

178° 5.8 NM from FAF

4000 x 75

36

MIRL Rwy 18-36

REIL Rws 18 and 36

NDB OOA	APP CRS	Rwy Idg	1926
414	194°	TDZE	840
		Apt Elev	841

NDB RWY 22

OSKALOOSA MUNI (OOA)

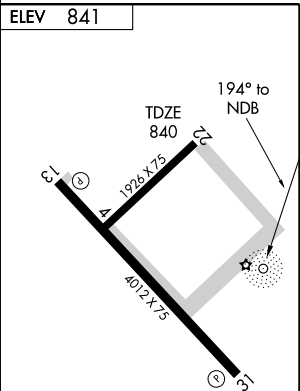
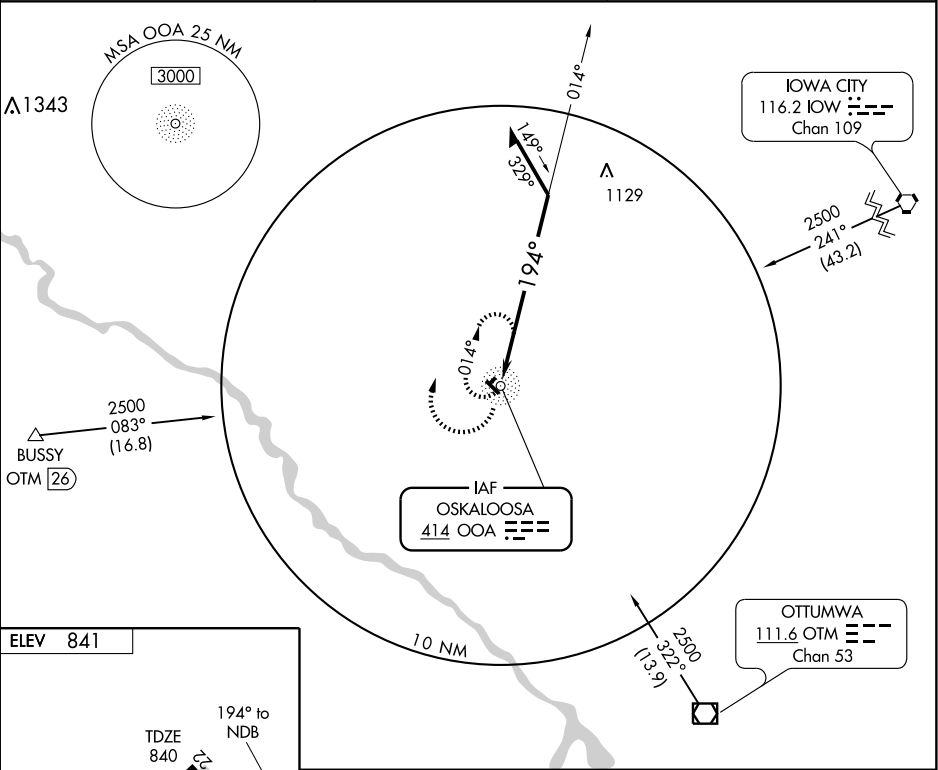
▼

▲ NA

Straight-in minimums NA at night. When local altimeter setting not received, use Ottumwa altimeter setting and increase all MDA 20 feet.

MISSED APPROACH:
Climbing right turn to 2500
in OOA NDB holding pattern.

AWOS-3 118.625	CHICAGO CENTER 118.15 354.1	UNICOM 122.8 (CTAF) 1
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ELEV 841	2500	OOA	NDB	Remain within 10 NM
		414		
REIL Rwy 13 and 31 1				
MIRL Rwy 13-31 1				
CATEGORY	A	B	C	D
S-22	1540-1	700 (700-1)	1540-2 700 (700-2)	NA
CIRCLING	1540-1	699 (700-1)	1540-2 699 (700-2)	NA

WAAS CH 78215 W13A	APP CRS 134°	Rwy Idg TDZE Apt Elev	4012 837 841
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RNAV (GPS) RWY 13

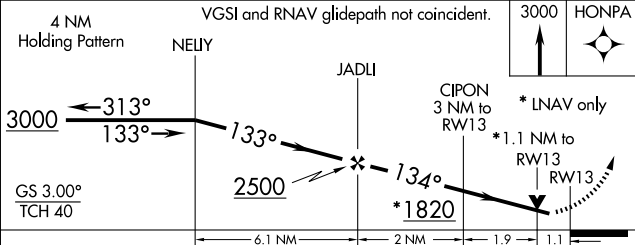
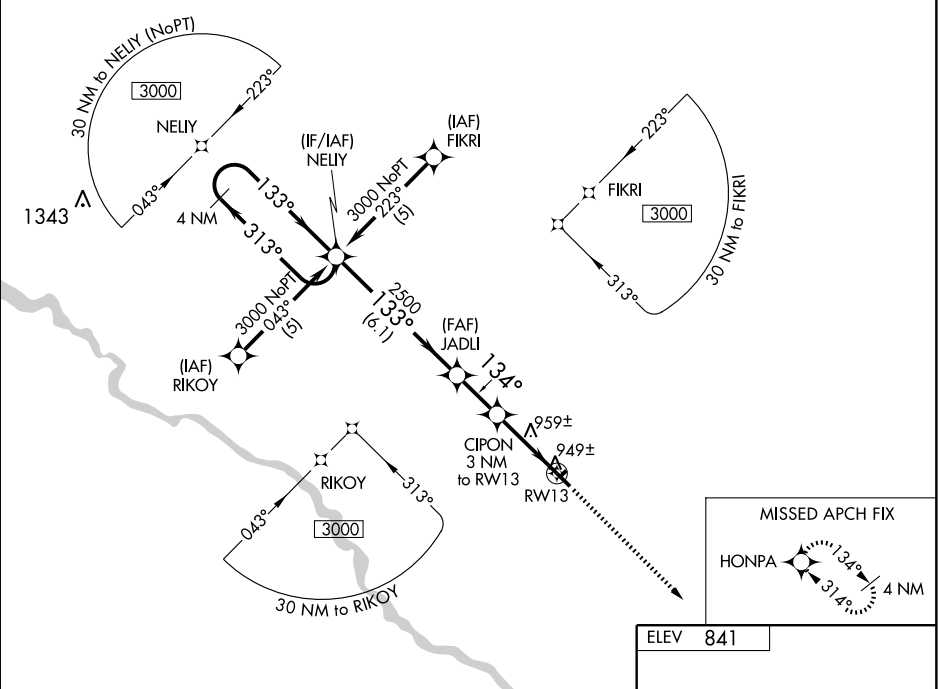
OSKALOOSA MUNI (00A)

▼ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ottumwa altimeter setting and increase all DA 18 feet and all MDA 20 feet and increase LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Ottumwa altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

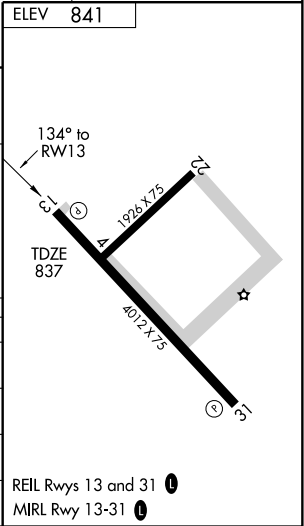
▲

MISSED APPROACH:
Climb to 3000 direct
HONPA and hold.

AWOS-3 118.625	CHICAGO CENTER 118.15 354.1	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1193-1¼	356 (400-1¼)		NA
LNAV/VNAV DA	1219-1¼	382 (400-1¼)		NA
LNAV MDA	1220-1	383 (400-1)		NA
CIRCLING	1260-1 419 (500-1)	1300-1 459 (500-1)	1300-1½ 459 (500-1½)	NA



WAAS CH 82515 W31A	APP CRS 314°	Rwy Idg TDZE Apt Elev	4012 837 841
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RNAV (GPS) RWY 31

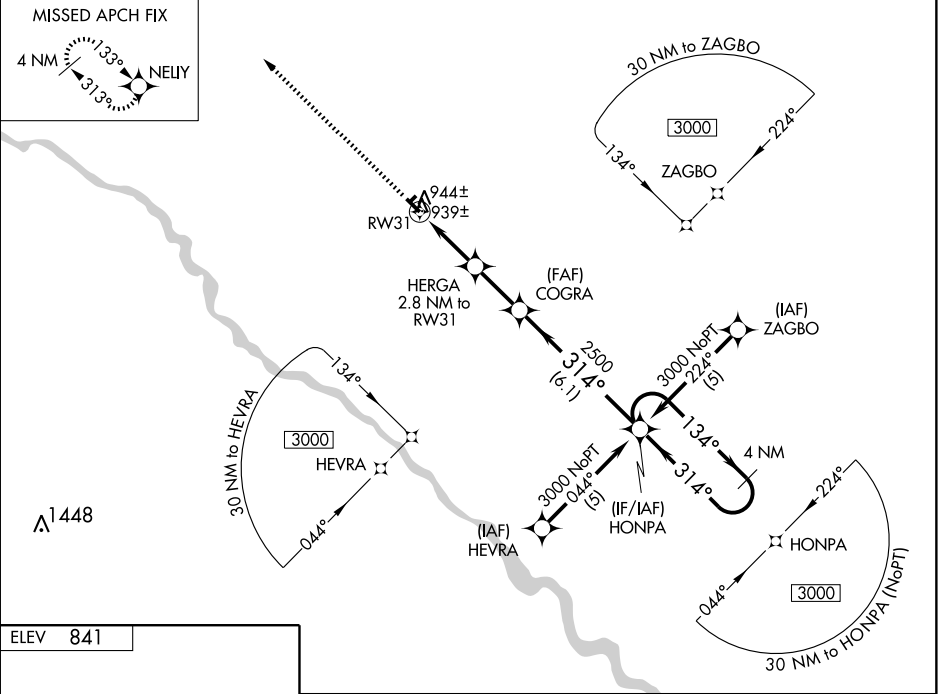
OSKALOOSA MUNI (00A)

▼ DME/DME RNP-0.3 NA When local altimeter setting not received, use Ottumwa altimeter setting and increase all DA 18 feet and all MDA 20 feet and increase LNAV/VNAV all Cats visibility ¼ mile.

▲ Baro-VNAV and VDP NA when using Ottumwa altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

MISSED APPROACH:
Climb to 3000 direct
NELLY and hold.

AWOS-3 118.625	CHICAGO CENTER 118.15 354.1	UNICOM 122.8 (CTAF) 1
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	3000 NELLY * LNAV Only	VGSI and RNAV glidepath not coincident.				4 NM Holding Pattern
	HERGA 2.8 NM to RW31 * 1.1 NM to RW31 RW31	COGRA	HONPA	134° → 3000 ← 314°		GS 3.00° TCH 40
	1.1	1.7	2.2 NM	6.1 NM		
	CATEGORY	A	B	C	D	
	LPV DA	1187-1¼	350 (400-1¼)		NA	
REIL Rwy 13 and 31 MIRL Rwy 13-31	LNAV/VNAV DA	1209-1¼	372 (400-1¼)		NA	
	LNAV MDA	1200-1	363 (400-1)		NA	
	CIRCLING	1260-1 419 (500-1)	1300-1 459 (500-1)	1300-1½ 459 (500-1½)	NA	

VOR/DME OTM 111.6 Chan 53	APP CRS 321°	Rwy Idg 4003 TDZE 837 Apt Elev 840
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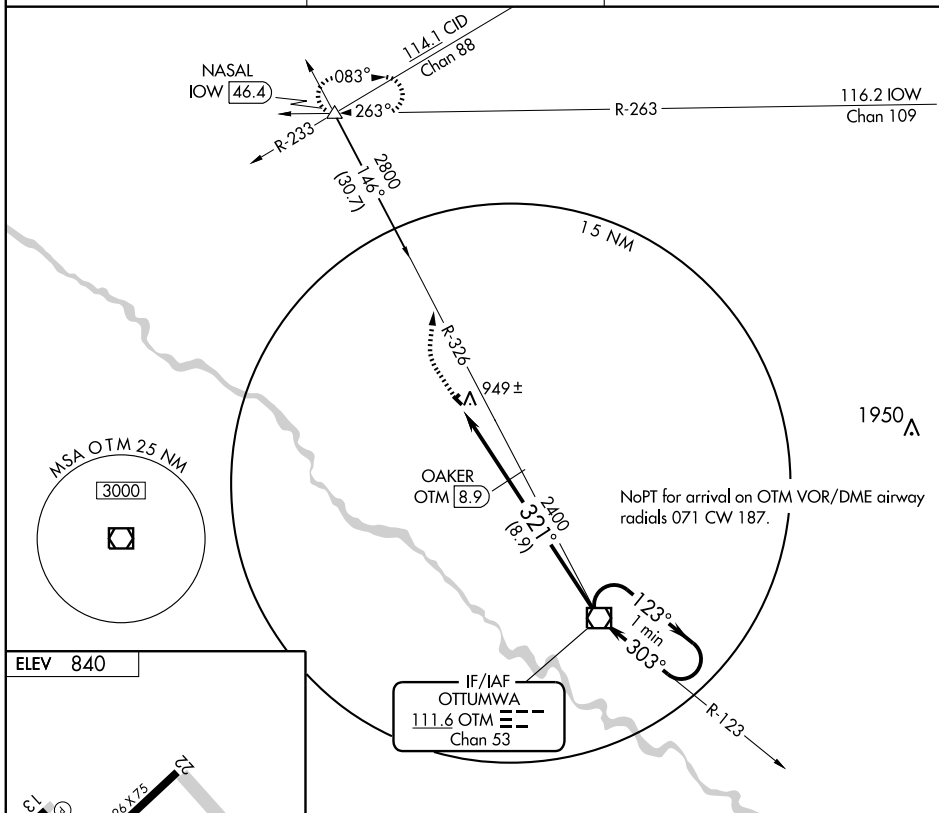
VOR/DME RWY 31
OSKALOOSA MUNI (00A)

T If local altimeter setting not received, use Ottumwa
A_{NA} altimeter setting and increase all MDAs 20 feet.

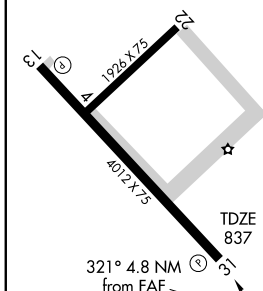
MISSED APPROACH: Climb to 1300 then climbing right turn to 2800 via heading 360° and OTM R-326 to NASAL Int/IOW 46.4 DME and hold.

AWOS-3
118.625

CHICAGO CENTER
118.15 354.1

UNICOM
122.8 (CTAF) L

ELEV	840
------	-----

REIL Rwys 13 and 31 **L**MIRL Rwy 13-31 **L**

1300 ↑	2800 ↗ 360°	OTM R-326 111.6	NASAL △	VGS1 and descent angles not coincident.			
				VOR/DME	One Minute Holding Pattern		
CATEGORY	A		B		C		D
S-31	1200-1 363 (400-1)					NA	
CIRCLING	1260-1 420 (500-1)		1300-1 460 (500-1)		1300-1½ 460 (500-1½)		NA

AIRPORT DIAGRAM

AL-915 (FAA)

OTTUMWA RGNL (OTM)
OTTUMWA, IOWAASOS
124.175
CTAF/UNICOM
123.0

41° 07'N

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

VAR 1.2° E

ELEV
836ELEV
840

133.8°

FIELD
ELEV
845

5178 X 200

PASSENGER
TERMINALFIRE
STATION

898 ±

043.8°
ELEV
841

5885 X 150

313.8°

ELEV
838

41° 06'N

RWY 4-22
S42, D65, ST83, DT120
RWY 13-31
S80, D105, ST133, DT175

92° 27.5'W

92° 27.0'W

92° 26.5'W

LOC I-OTM 109.5	APP CRS 312°	Rwy Idg TDZE Apt Elev 5885 841 845
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ILS RWY 31

OTTUMWA RGNL (OTM)



Circling not authorized at night to Rwy 4.
When local altimeter setting not received, use Oskaloosa
altimeter setting and increase all DA/MDA 20 feet.



MALSR

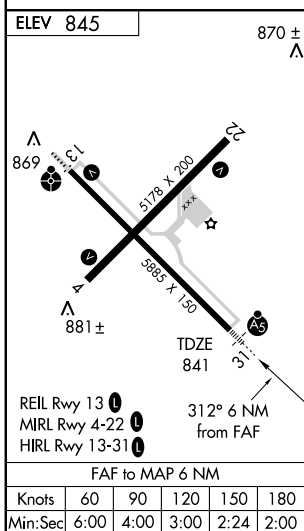
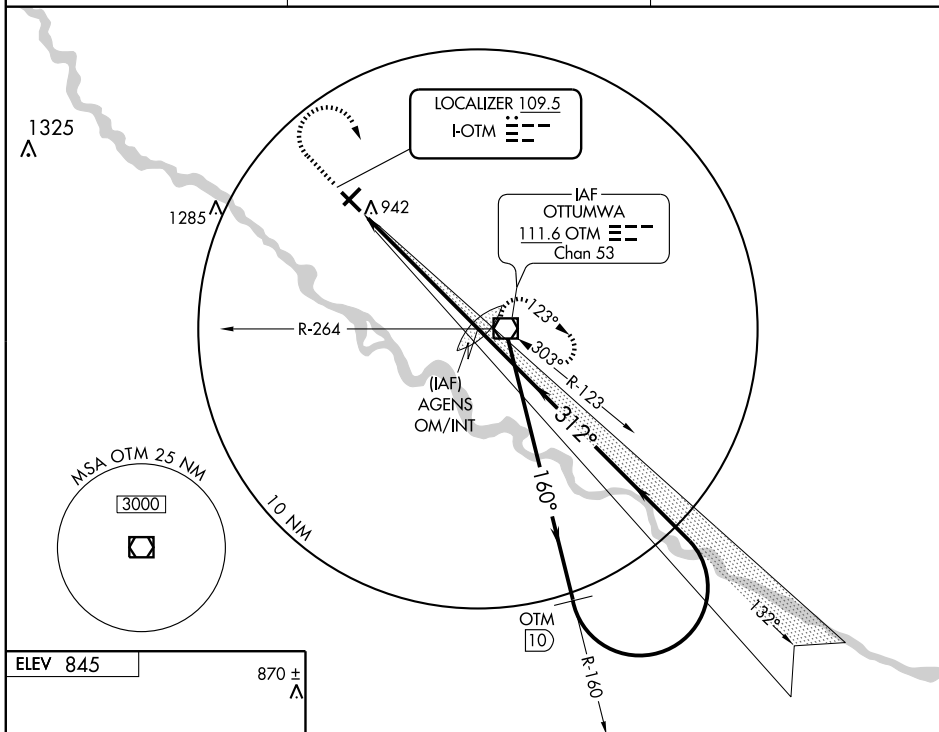


MISSED APPROACH: Climb to 1500 then climbing
right turn to 2800 direct OTM VOR/DME and hold.

ASOS
124.175

CHICAGO CENTER
118.15 354.1

UNICOM
123.0 (CTAF) 0



DME or RADAR REQUIRED

1500	2800	OTM 111.6	VOR/DME AGENS OM/INT 2795	OTM 160°	Procedure Turn NA
				I-OTM 312°	2800
				2800	GS 3.00° TCH 52
6 NM					
CATEGORY	A	B	C	D	
S-ILS 31	1041-½ 200 (200-½)				NA
S-LOC 31	1180-½ 339 (400-½)				NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)		NA

LOC I-OTM <u>109.5</u>	APP CRS 132°	Rwy Idg 5885 TDZE 844 Apt Elev 845
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LOC/DME BC RWY 13

OTTUMWA RGNL (OTM)

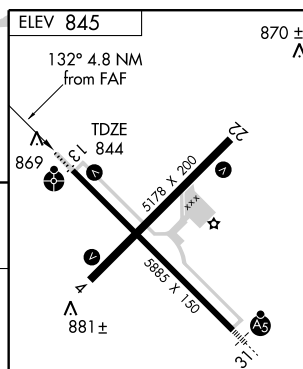
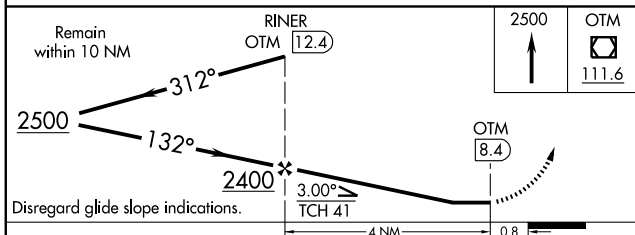
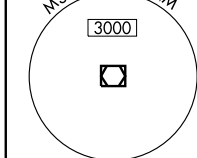
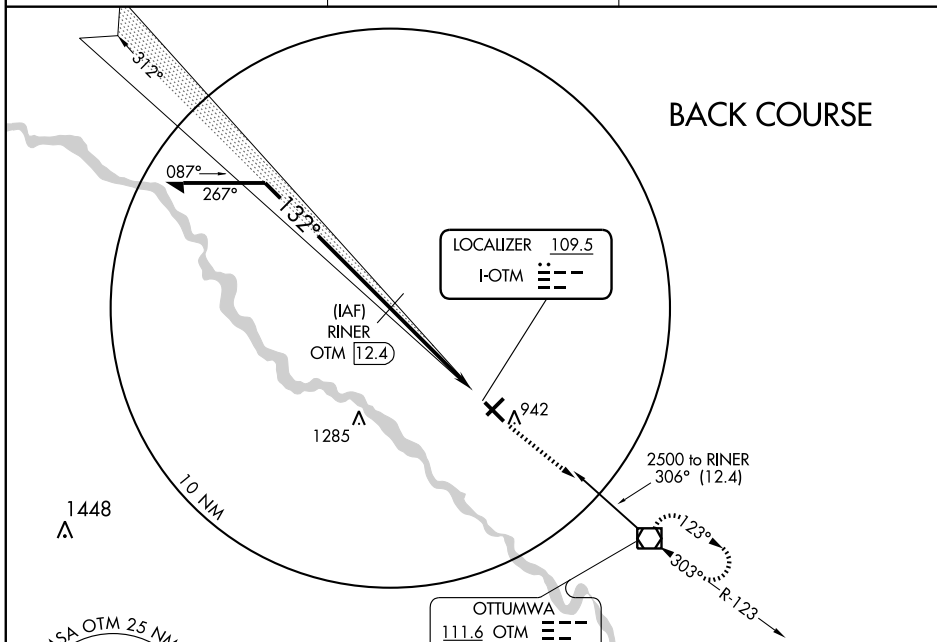
T DME from OTM VOR/DME. Simultaneous reception of I-OTM and OTM DME required. When local altimeter setting not received, use Oskaloosa altimeter setting and increase all MDA 20 feet.

ODALS






MISSED APPROACH: Climb to 2500
direct OTM VOR/DME and hold.

ASOS 124.175	CHICAGO CENTER 118.15 354.1	UNICOM 123.0 (CTAF) 0
------------------------	---------------------------------------	---------------------------------



CATEGORY	A	B	C	D
S-13	1220-1 376 (400-1)			NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA

REIL Rwy 13 					
MIRL Rwy 4-22 					
HIRL Rwy 13-31 					
FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

▼

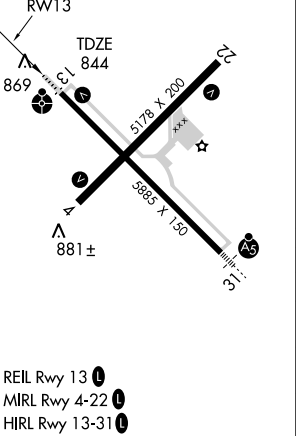
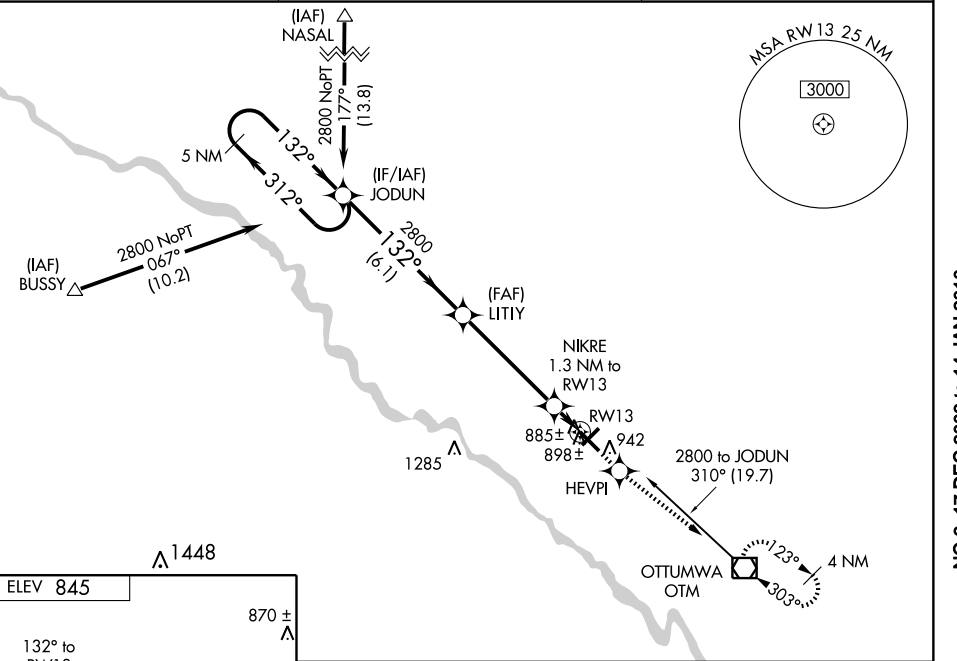
▲

DME/DME RNP-0.3 NA. Circling to Rwy 4 NA at night.
For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -16°C (4°F) or above 47°C (117°F).
When local altimeter setting not received, use Oskaloosa
altimeter setting and increase all DA/MDA 20 feet.
Baro-VNAV NA when using Oskaloosa altimeter setting.
Inoperative table does not apply to LPV.

ODALS

MISSED APPROACH: Climb to 2800 direct HEVPI
and via 125° track to OTM VOR/DME and hold.

ASOS 124.175	CHICAGO CENTER 118.15 354.1	UNICOM 123.0 (CTAF) 0
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5 NM Holding Pattern

JODUN

LITIY

2800

312°

132°

2800

GS 3.00° TCH 41

6.1 NM

4.6 NM

1.3 NM

2800

HEVPI

125° track

OTM

NIKRE 1.3 NM to RW13

*LNAV only

RW13

*1280

CATEGORY	A	B	C	D
LPV DA		1094-1	250 (300-1)	NA
LNAV/VNAV DA		1135-¾	291 (300-¾)	NA
LNAV MDA		1160-¾	316 (400-¾)	NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA

NC-3, 17 DEC 2009 to 14 JAN 2010

REIL Rwy 13 **L**
MIRL Rwy 4-22 **L**
HIRL Rwy 13-31 **L**

WAAS CH 93611 W31A	APP CRS 312°	Rwy Idg TDZE Apt Elev	5885 841 845
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RNAV (GPS) RWY 31

OTTUMWA RGNL (OTM)

⚠ For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

⚠ Baro-VNAV and VDP NA when using Fairfield altimeter setting. When local altimeter setting not received, use Fairfield altimeter setting and increase all DA 56 feet and all MDA 60 feet. Increase LNAV/VNAV all cats and LNAV Cat C ¼ mile.

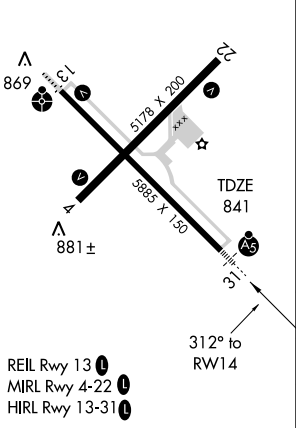
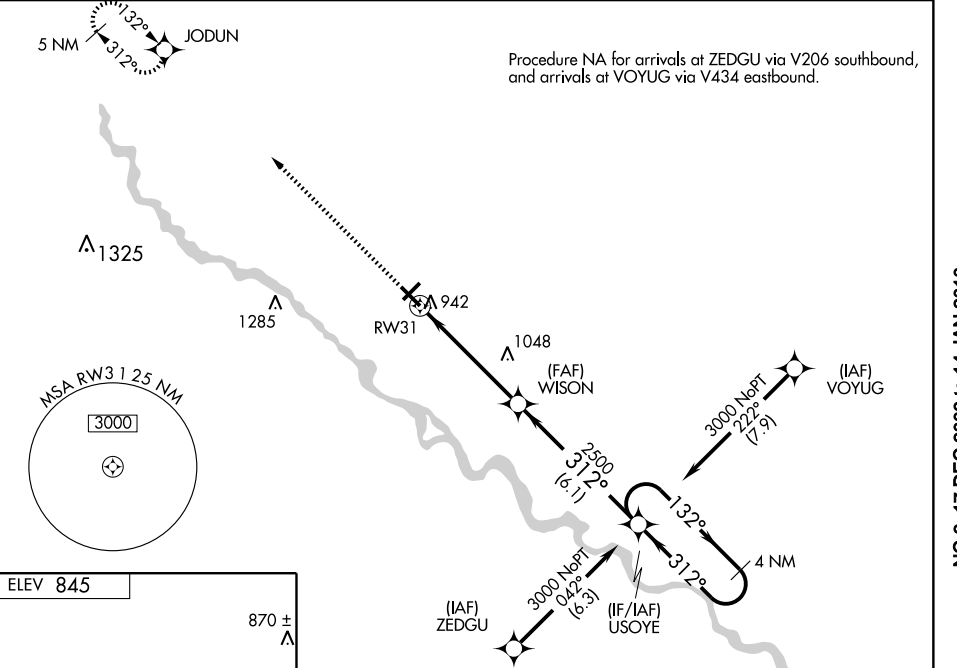
For inoperative MALS R when using Fairfield altimeter setting, increase LPV all Cats visibility to 1 mile.

MALS R

A5

MISSED APPROACH: Climb to 2800 direct JODUN and hold.

ASOS 124.175	CHICAGO CENTER 118.15 354.1	UNICOM 123.0 (CTAF) 0
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2800	JODUN	*LNAV only	USOYE	4 NM Holding Pattern
1.3 NM to RW31*	WISON	USOYE	132°	3000
1.3 NM	3.7 NM	6.1 NM	312°	GS 3.00° TCH 52
2500				
CATEGORY	A	B	C	D
LPV DA	1091-½	250 (300-½)		NA
LNAV/VNAV DA	1192-¾	351 (400-¾)		NA
LNAV MDA	1300-½	459 (500-½)	1300-¾ 459 (500-¾)	NA
CIRCLING	1300-1	455 (500-1)	1300-1½ 455 (500-1½)	NA

AL-915 (FAA)

VOR/DME OTM 111.6 Chan 53	APP CRS 124°	Rwy Idg 5885 TDZE 844 Apt Elev 845
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VOR/DME RWY 13
OTTUMWA RGNL (OTM)

T When local altimeter setting not received, use Oskaloosa
A altimeter setting and increase all MDA 20 feet.

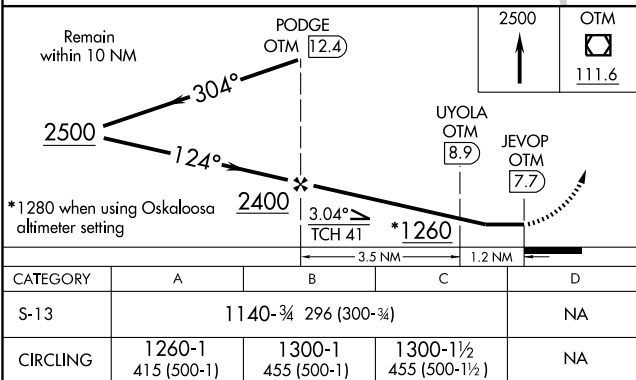
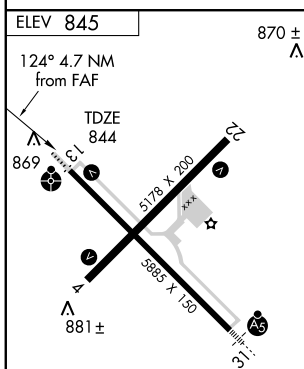
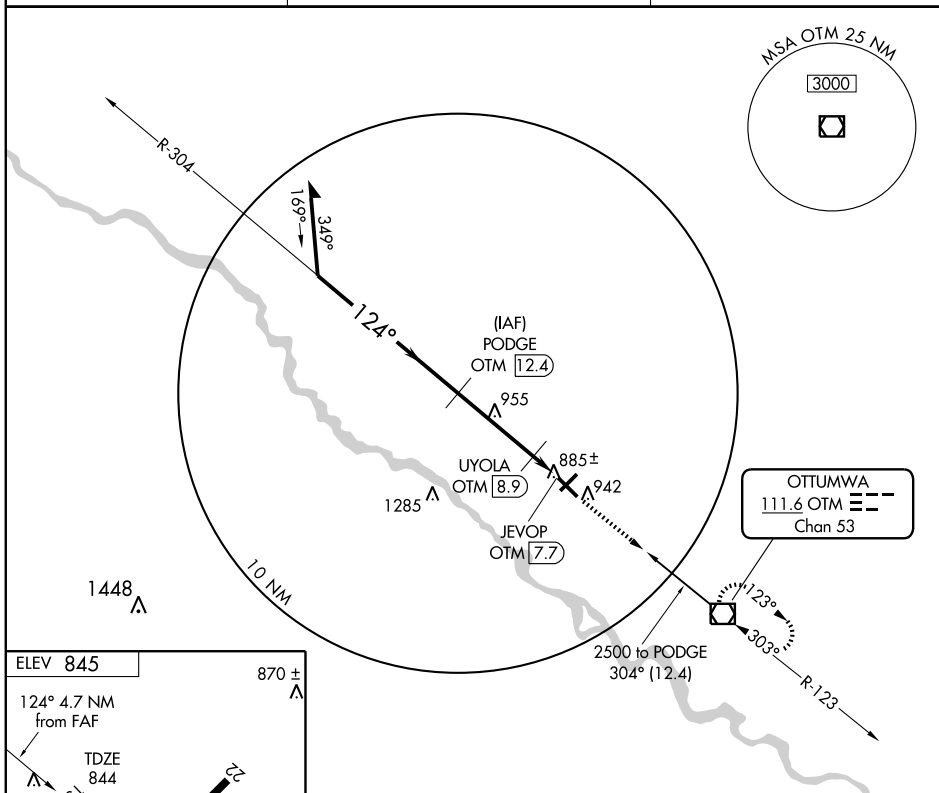
ODALS

MISSED APPROACH: Climb to 2500 direct OTM
VOR/DME and hold.

ASOS
124.175

CHICAGO CENTER
118.15 354.1

UNICOM
123.0 (CTAF) **L**



NC-3, 17 DEC 2009 to 14 JAN 2010

REIL Rwy 13 **L**
MIRL Rwy 4-22 **L**
HIRL Rwy 13-31 **L**

VOR/DME OTM 111.6 Chan 53	APP CRS 303°	Rwy Idg 5885 TDZE 841 Apt Elev 845
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VOR RWY 31
OTTUMWA RGNL (OTM)

T When local altimeter setting not received, use Fairfield altimeter setting and increase all MDA 60 feet, increase S-31 Cat C and ZARVO fix minimums S-31 Cat C visibility $\frac{1}{4}$ mile.

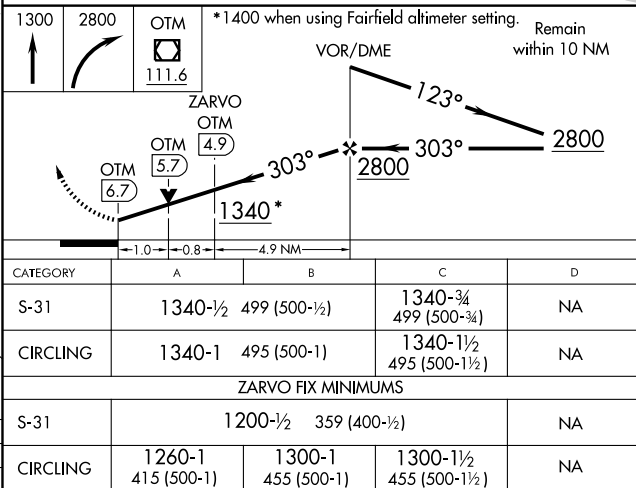
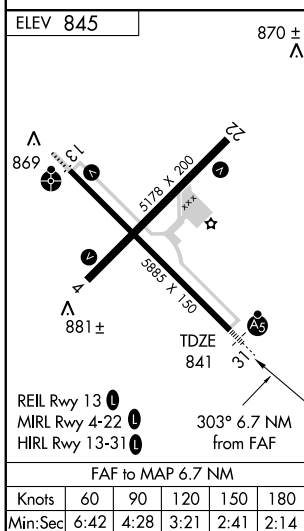
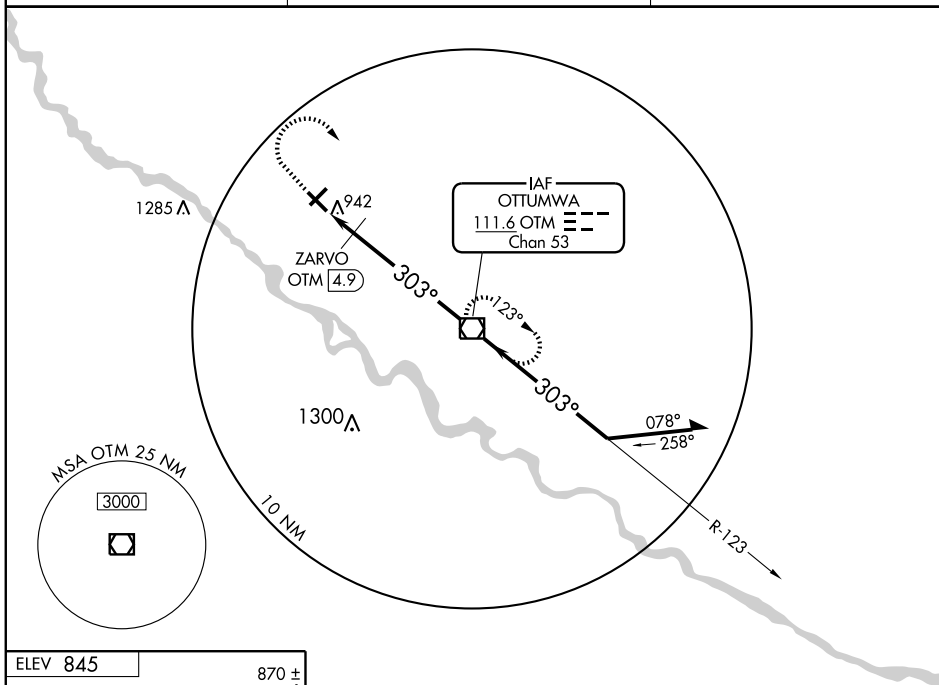
MALSR

MISSED APPROACH: Climb to 1300 then climbing right turn to 2800 direct OTM VOR/DME and hold.

ASOS
124.175

CHICAGO CENTER
118.15 354.1

UNICOM
123.0 (CTAF) **L**



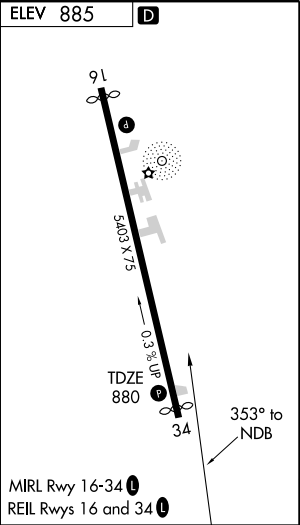
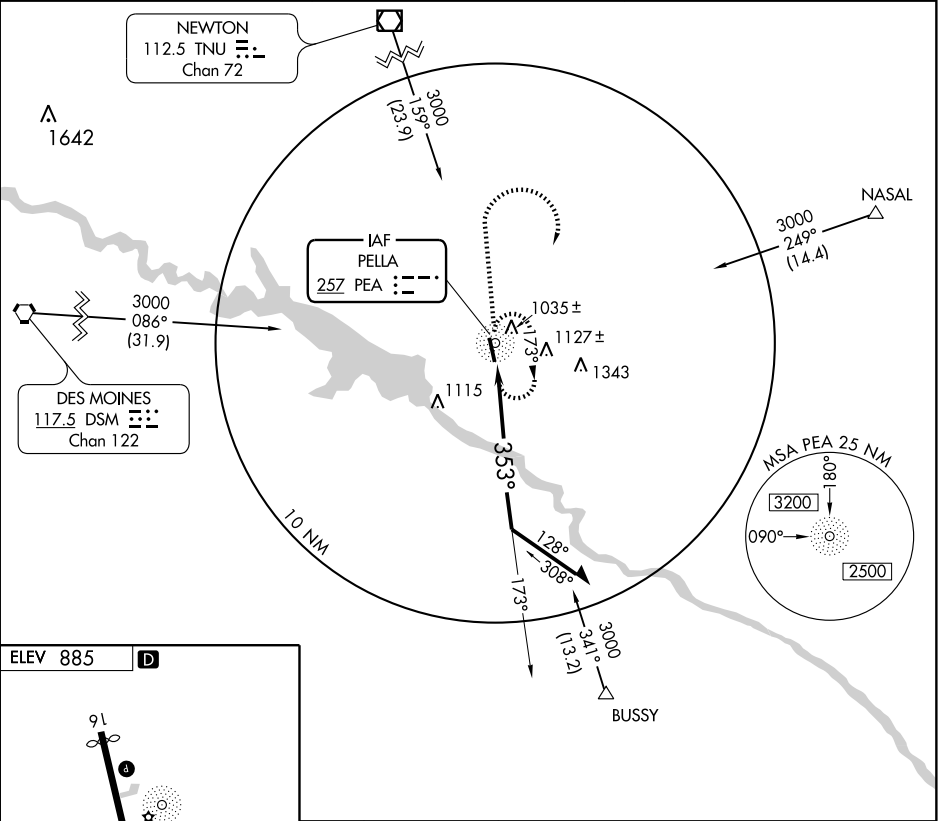
NDB RWY 34
PELLA MUNI (PEA)

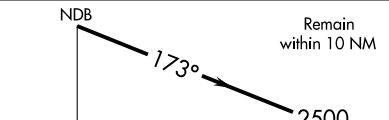
NDB PEA <u>257</u>	APP CRS 353°	Rwy Idg TDZE Apt Elev	5000 880 885
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▼ When local altimeter setting not received, use Knoxville
▲ NA altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2500 then right turn direct
PEA NDB and hold.

AWOS-3 118.875	DES MOINES APP CON 123.9 307.15	UNICOM 122.8 (CTAF) 0
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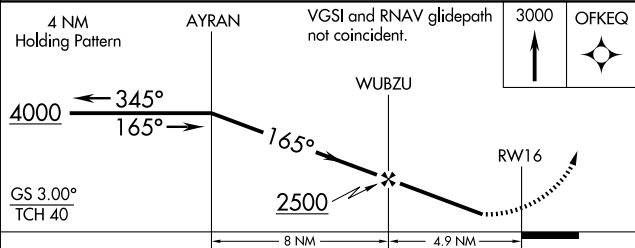
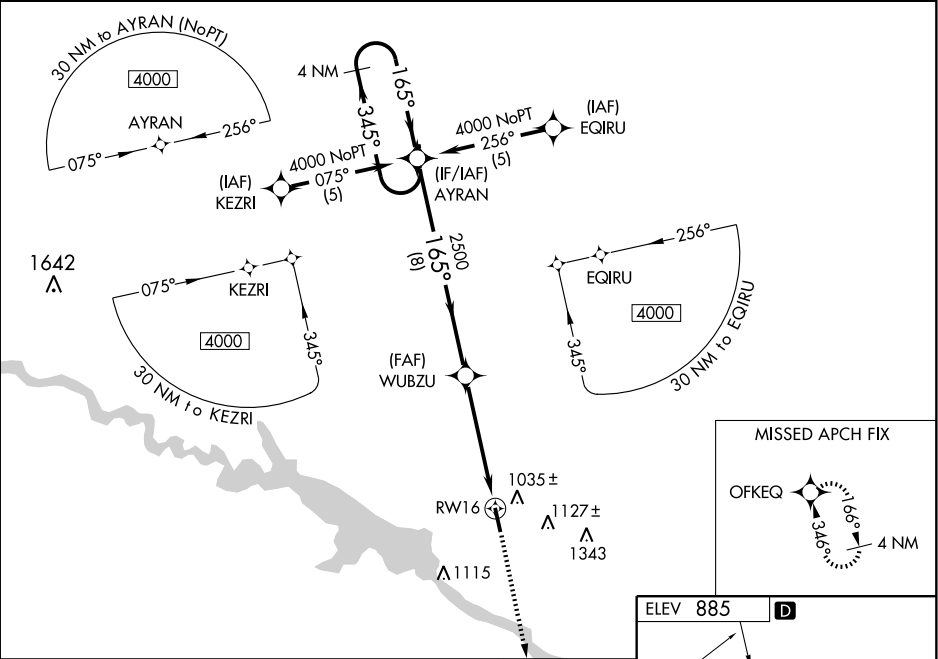
2500 ↑		PEA 257			
CATEGORY	A	B	C	D	
S-34	1420-1	540 (600-1)	1420-1½ 540 (600-1½)	NA	
CIRCLING	1420-1	535 (600-1)	1440-1½ 555 (600-1½)	NA	

WAAS CH 77610 W16A	APP CRS 165°	Rwy Idg TDZE Apt Elev	5000 885 885
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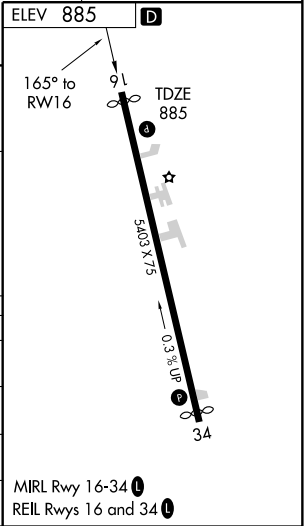
RNAV (GPS) RWY 16
PELLA MUNI (PEA)

<p>⚠ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Knoxville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Knoxville altimeter setting and increase all DA 29 feet and all MDA 40 feet.</p>	<p>MISSED APPROACH: Climb to 3000 direct OFKEQ and hold.</p>
--	--

AWOS-3 118.875	DES MOINES APP CON 123.9 307.15	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
LPV DA	1232-1¼	347 (400-1¼)		NA
LNAV/VNAV DA	1288-1½	403 (500-1½)		NA
LNAV MDA	1360-1	475 (500-1)	1360-1¼ 475 (500-1¼)	NA
CIRCLING	1380-1	495 (500-1)	1440-1½ 555 (600-1½)	NA



APP CRS	Rwy Idg	5000
345°	TDZE	879
	Apt Elev	885

RNAV (GPS) RWY 34
PELLA MUNI (PEA)

PELLA MUNI (PEA)

T DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
A When local altimeter setting not received, use Knoxville altimeter setting and increase all MDA 40 feet.

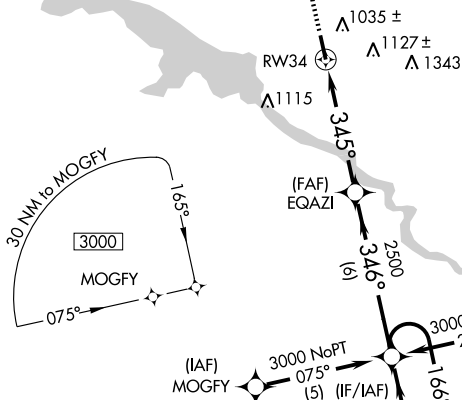
MISSED APPROACH: Climb to 4000 direct AYRAN and hold.

AWOS-3
118.875

DES MOINES APP CON
123.9 307.15

UN|COM
122.8 (CTAF) **L**

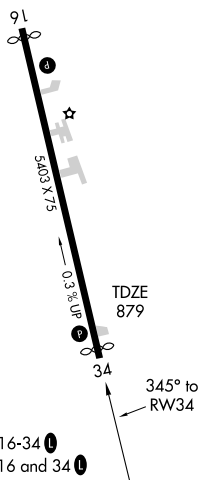
MISSED APCH FIX



NC-3, 17 DEC 2009 to 14 JAN 2010

ELEV 885

D



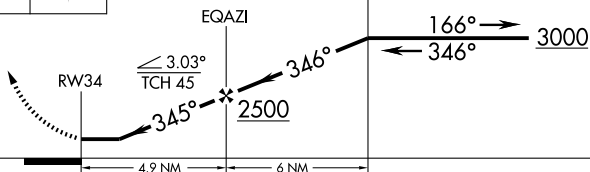
400

AYRAN

VGSI and descent angles not coincident

OFKEQ

4 NM
Holding Pattern



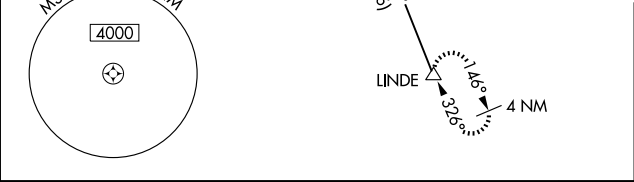
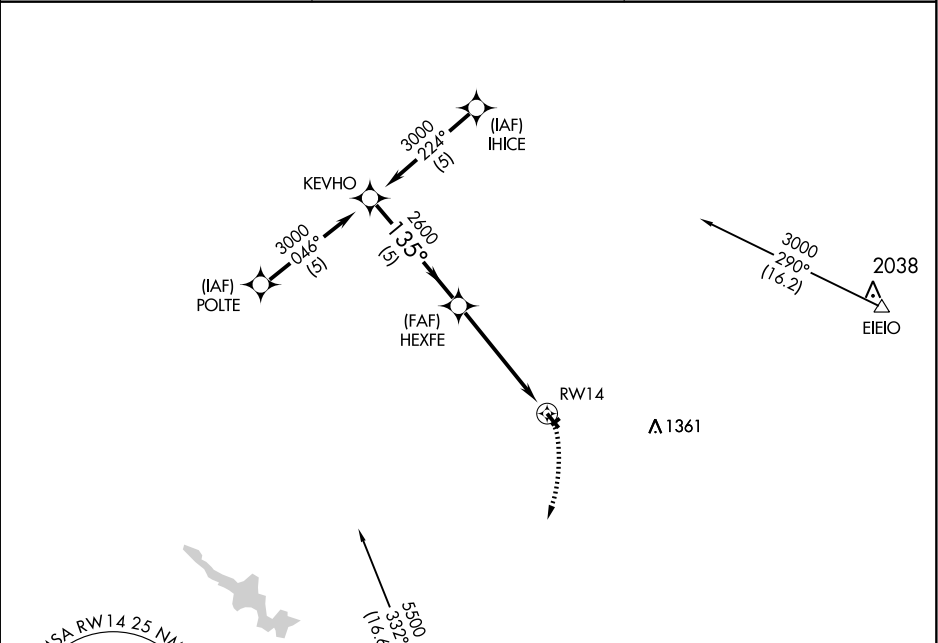
CATEGORY	A	B	C	D
LNAV MDA	1320-1	441 (500-1)	1320-1¼ 441 (500-1¼)	NA
CIRCLING	1380-1	495 (500-1)	1440-1½ 555 (600-1½)	NA

NC-3, 17 DEC 2009 to 14 JAN 2010

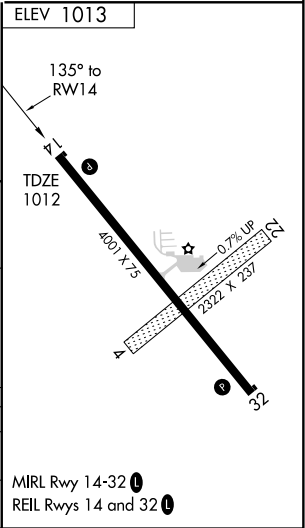
APP CRS	Rwy Idg	4001
135°	TDZE	1012
	Apt Elev	1013

<div><div></div><div>NA</div></div> <div>When local altimeter setting not received, use Boone altimeter setting and increase all MDA 80 feet.</div>	MISSED APPROACH: Climbing right turn to 6000 direct LINDE WP and hold.
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AWOS-3 118.0	DES MOINES APP CON 135.2 360.7	UNICOM 122.8 (CTAF) 0
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<div>KEVHO</div> <div>HEXFE</div> <div>3000</div> <div>135°</div> <div>2600</div> <div>RWY 14</div> <div>Procedure Turn NA</div> <div>5 NM</div> <div>5 NM</div> <div>6000</div> <div>LINDE</div>				
CATEGORY	A	B	C	D
S-14	1480-1	468 (500-1)	NA	
CIRCLING	1480-1	467 (500-1)	NA	



NDB PRO <u>251</u>	APP CRS 130°	Rwy Idg TDZE Apt Elev	4001 1012 1013
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NDB RWY 14
PERRY MUNI (PRO)

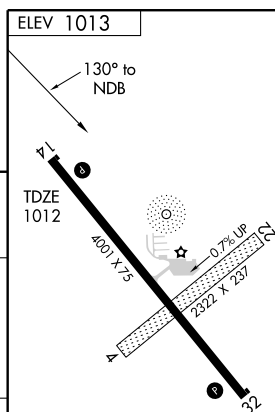
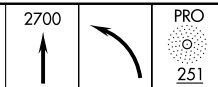
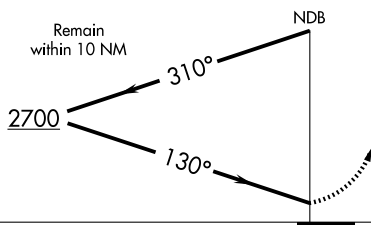
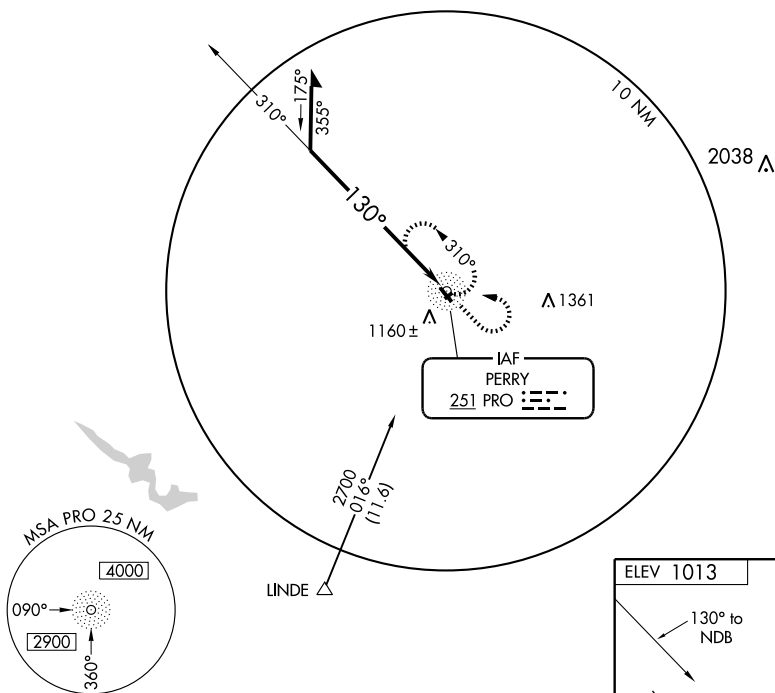


ANA

When local altimeter setting not received, use Boone altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2700, then left turn direct PRO NDB and hold.

AWOS-3 118.0	DES MOINES APP CON 135.2 360.7	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-14	1640-1	628 (700-1)	NA	
CIRCLING	1640-1	627 (700-1)	NA	

MIRL Rwy 14-32 **L**
REIL Rwy 14 and 32 **L**

NDB PRO	APP CRS	Rwy Idg	4001
251	325°	TDZE	1012
		Apt Elev	1013

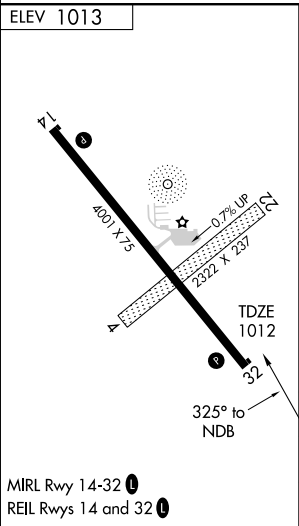
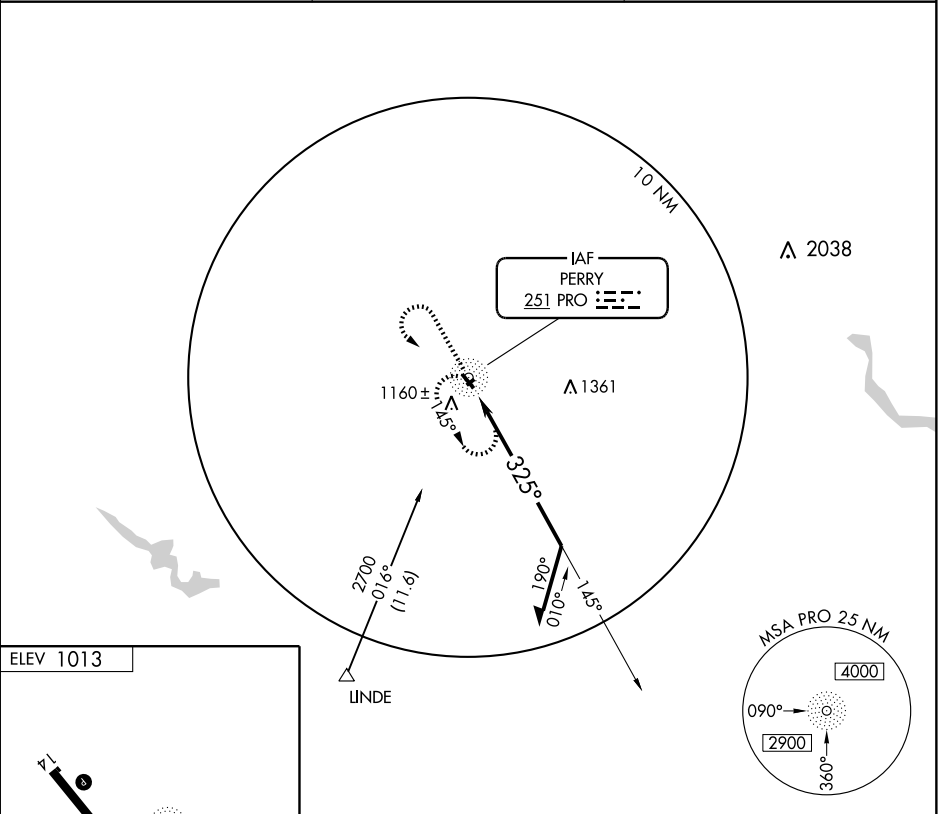
NDB RWY 32
PERRY MUNI (PRO)




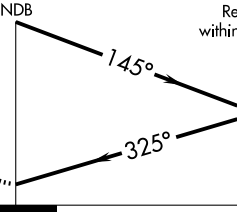
⚠ **NA**

When local altimeter setting not received, use Boone altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2700, then left turn direct PRO NDB and hold.

AWOS-3 118.0	DES MOINES APP CON 135.2 360.7	UNICOM 122.8 (CTAF) 0
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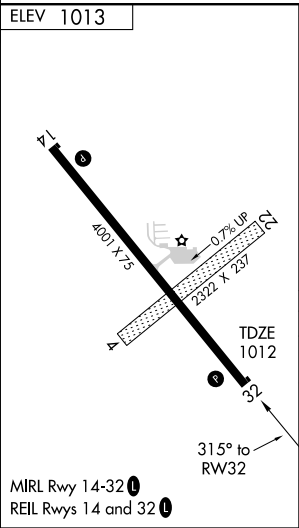
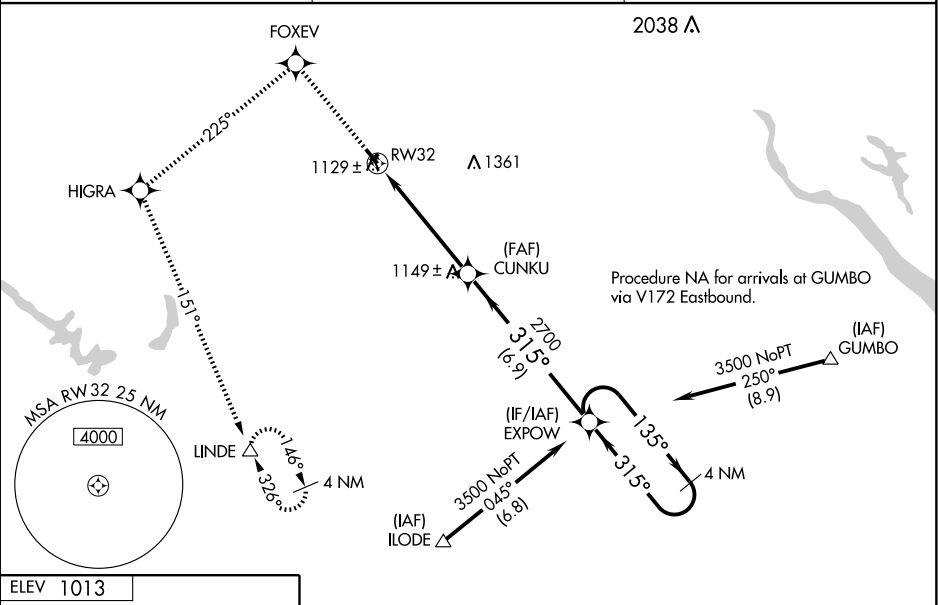
<div><div><div>2700</div><div></div></div><div><div></div></div><div><div>PRO</div><div></div><div>251</div></div></div> <div><div>NDB</div><div></div><div>Remain within 10 NM</div><div>2700</div></div>				
CATEGORY	A	B	C	D
S-32	1680-1	668 (700-1)	NA	
CIRCLING	1680-1	667 (700-1)	NA	

WAAS CH 90508 W32A	APP CRS 315°	Rwy Idg TDZE Apt Elev	4001 1012 1013
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RNAV (GPS) RWY 32
PERRY MUNI (PRO)

<p>NA</p> <p>When local altimeter setting not received, use Boone altimeter setting and increase all DA 65 feet and all MDA 80 feet. Increase LPV, LNAV/VNAV visibility ¼ mile all Cnts. Baro-VNAV NA when using Boone altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climb to 3500 direct FOXEV and via 225° track to HIGRA and via 151° track to LINDE and hold.</p>
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AWOS-3 118.0	DES MOINES APP CON 135.2 360.7	UNICOM 122.8 (CTAF)
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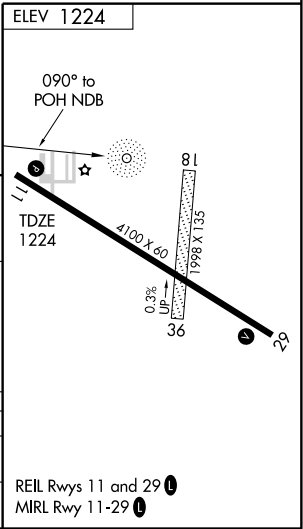
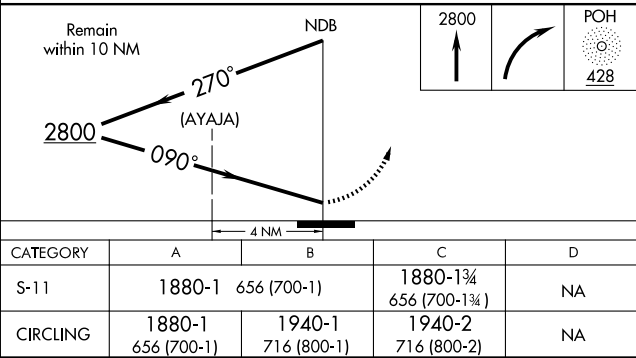
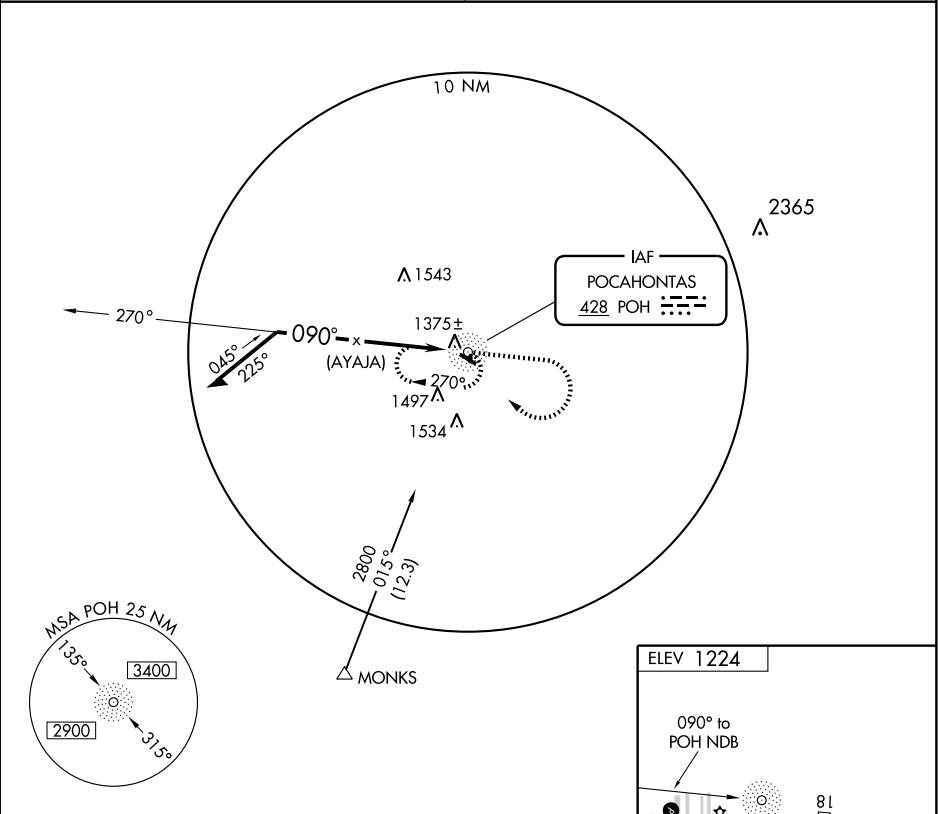
3500 ↑	FOXEV ✱	225° track	HIGRA ✱	151° track	LINDE △	EXPOW 4 NM Holding Pattern
VGSI and RNAV glidepath not coincident.						CUNKU
5.1 NM						6.9 NM
A		B		C		D
LPV	DA	1262-1	250 (300-1)	NA		
LNAV/ VNAV	DA	1399-1½	387 (400-1½)	NA		
LNAV	MDA	1380-1	368 (400-1)	NA		
CIRCLING		1440-1 427 (500-1)	1480-1 467 (500-1)	NA		

NDB POH	APP CRS	Rwy Idg	4100
428	090°	TDZE	1224
		Apt Elev	1224

NDB or GPS RWY 11

POCAHONTAS MUNI (POH)

<div><div><div>▼</div><div>▲NA</div></div><div>Use Fort Dodge altimeter setting.</div></div>	MISSED APPROACH: Climb to 2800 then right turn direct POH NDB and hold.
MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 1



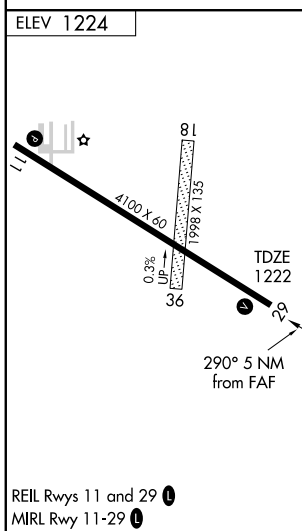
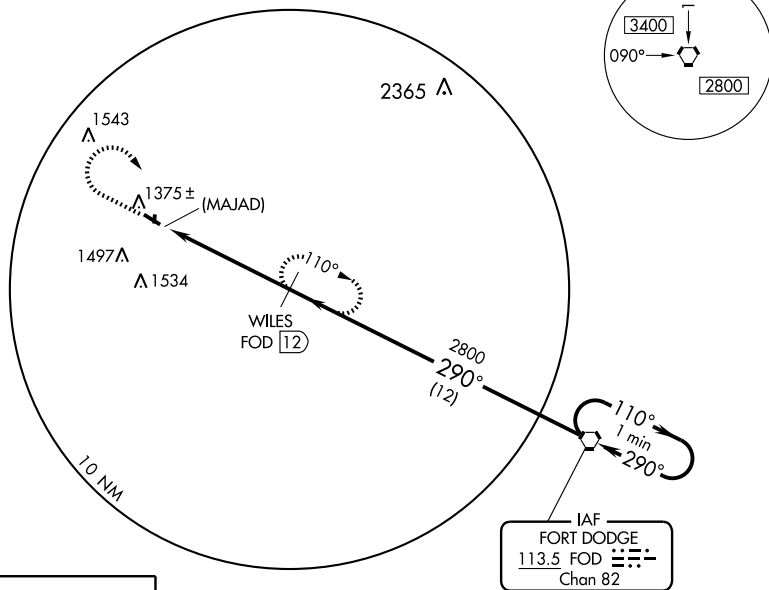
VORTAC FOD 113.5 Chan 82	APP CRS 290°	Rwy Idg TDZE Apt Elev 1222 1224	4100 1222 1224
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VOR/DME or GPS RWY 29

POCAHONTAS MUNI (POH)

NA Use Fort Dodge altimeter setting.	MISSED APPROACH: Climb to 2800 then right turn via FOD R-290 to WILES and hold.
MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF)

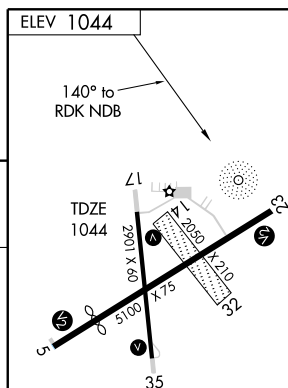
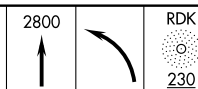
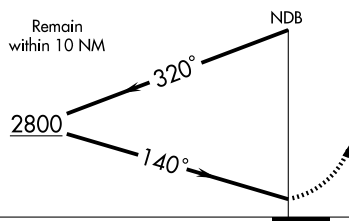
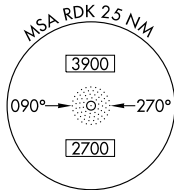
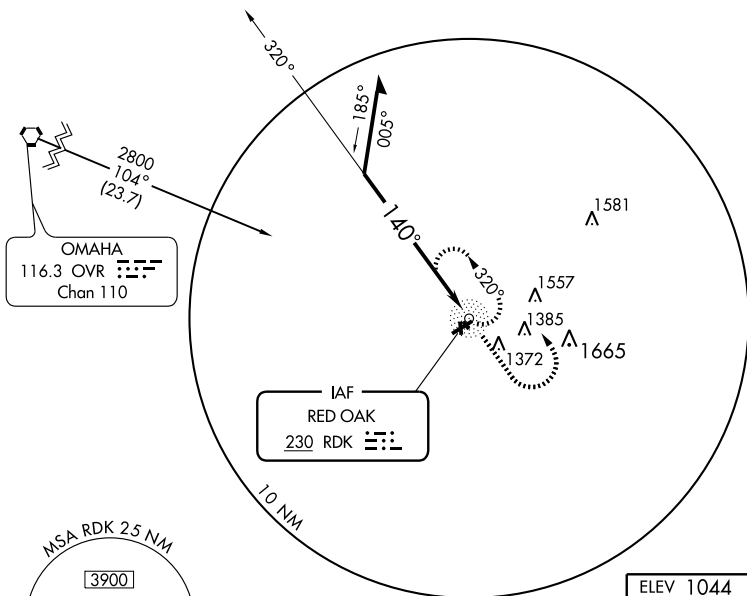
No Procedure Turn for arrivals on radials 003 clockwise 215.



<div>2800</div> <div><div><div>↑</div></div><div><div><div><div></div><div></div></div><div>FOD R-290</div></div></div><div>WILES INT</div></div> <div><div>WILES FOD 12</div><div>VORTAC</div><div>One Minute Holding Pattern</div></div>				
<div><div><div>(MAJAD) FOD 17</div><div>2800</div><div>2800</div><div>110°</div><div>290°</div></div><div><div>0.2</div><div>5 NM</div><div>12 NM</div></div></div>				
CATEGORY	A	B	C	D
S-29	1900-1	678 (700-1)	1900-2 678 (700-2)	NA
CIRCLING	1900-1 676 (700-1)	1940-1 716 (800-1)	1940-2 716 (800-2)	NA

Rwy Idg	2901
TDZE	1044
Apt Elev	1044

MISSED APPROACH: Climb to 2800 then left turn direct RDK NDB and hold.

UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
S-17	1760-1	716 (800-1)	NA	
CIRCLING	1760-1	716 (800-1)	NA	

MIRL Rwys 5-23 and 17-35 **L**
REIL Rwys 5 and 23 **L**

APP CRS	Rwy Idg	4100
054°	TDZE	1043
	Apt Elev	1045

RNAV (GPS) RWY 5

RED OAK MUNI (RDK)

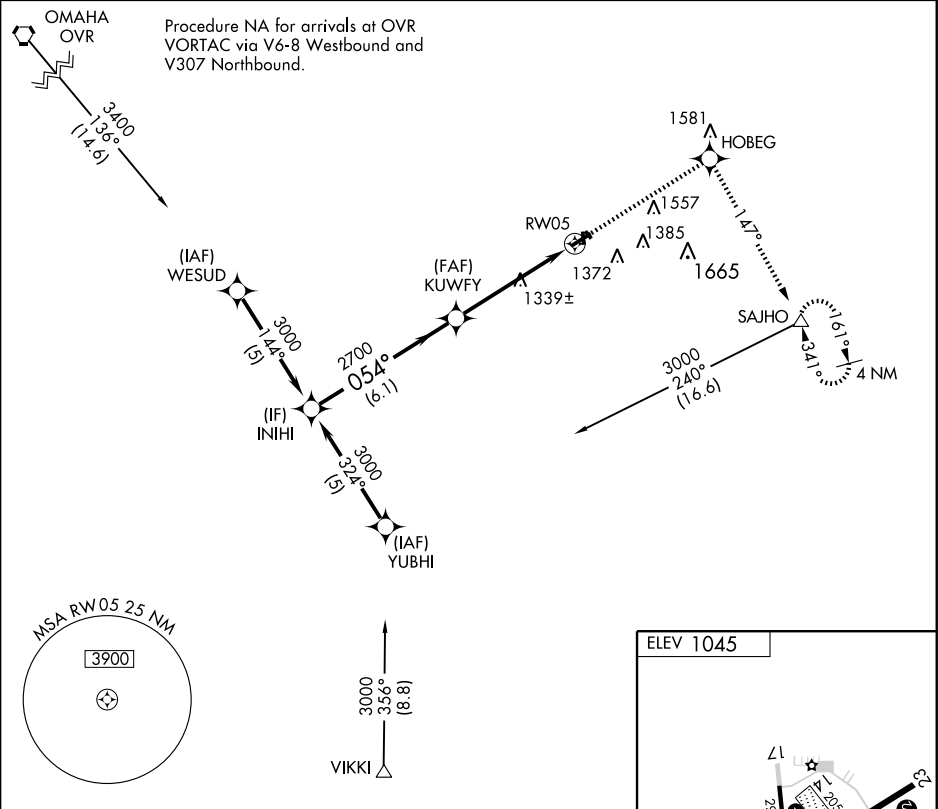
▼

▲

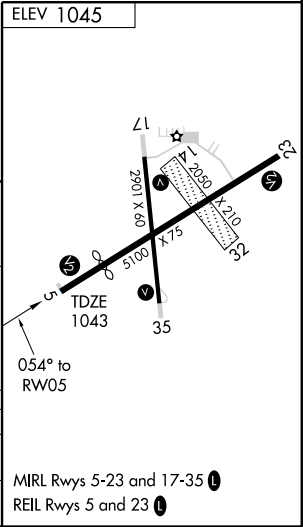
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shenandoah altimeter setting and increase all MDA 60 feet and increase Circling Cat B visibility ¼ mile. VDP NA when using Shenandoah altimeter setting.

MISSED APPROACH: Climb to 3000 direct HOBEG and right turn via track 147° to SAJHO and hold.

AWOS-3 119.775	OMAHA APP CON 124.5 263.0	GCO 121.725	UNICOM 122.8 (CTAF) 0
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Procedure	INIHI	KUFY	HOBEG	SAJHO
Turn	NA		TRK 147°	△
NA	3000	2700	3000	
VGSI and descent angles not coincident.	054°	3.04°		
	6.1 NM	3.3 NM	1.7 NM	
CATEGORY	A	B	C	D
LNNAV MDA	1600-1	557 (600-1)	NA	
CIRCLING	1620-1 575 (600-1)	1780-1 735 (800-1)	NA	



APP CRS	Rwy Idg	2901
170°	TDZE	1045
	Apt Elev	1045

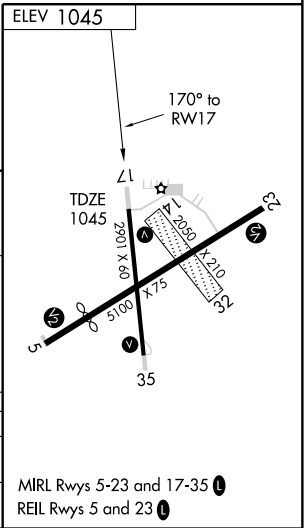
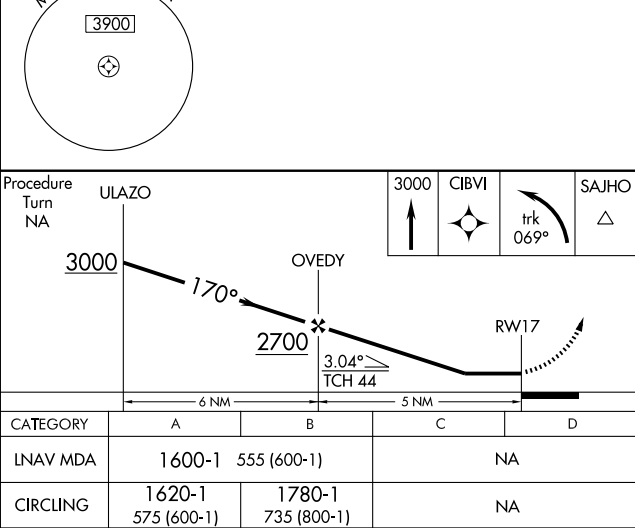
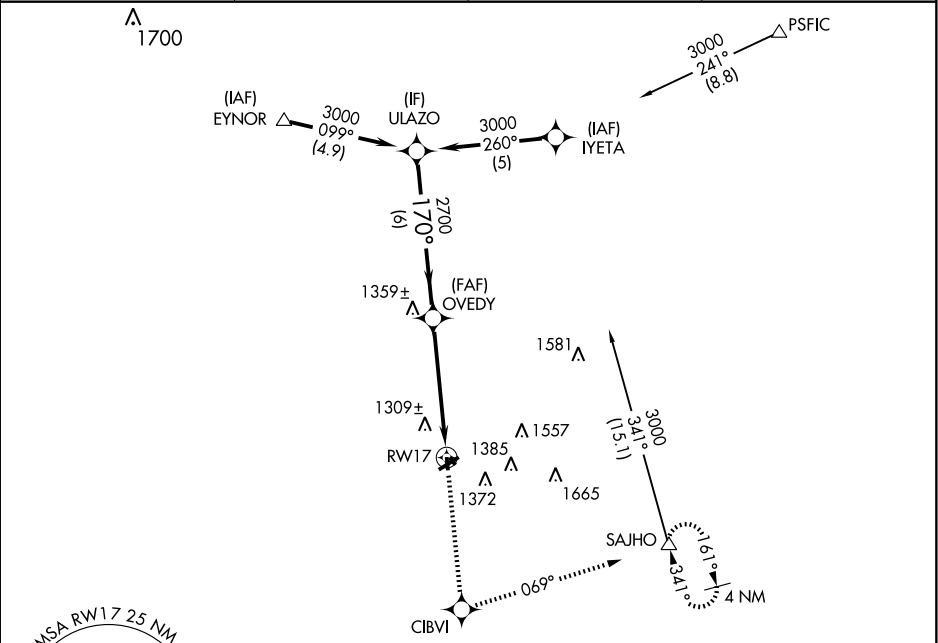
RNAV (GPS) RWY 17

RED OAK MUNI (RDK)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Shenandoah altimeter setting and increase all MDA 60 feet, and increase Circling Cat B visibility ¼ mile.

⚠ MISSED APPROACH: Climb to 3000 direct CIBVI and left turn via track 069° to SAJHO and hold.

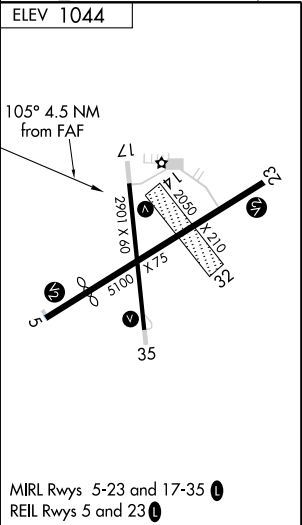
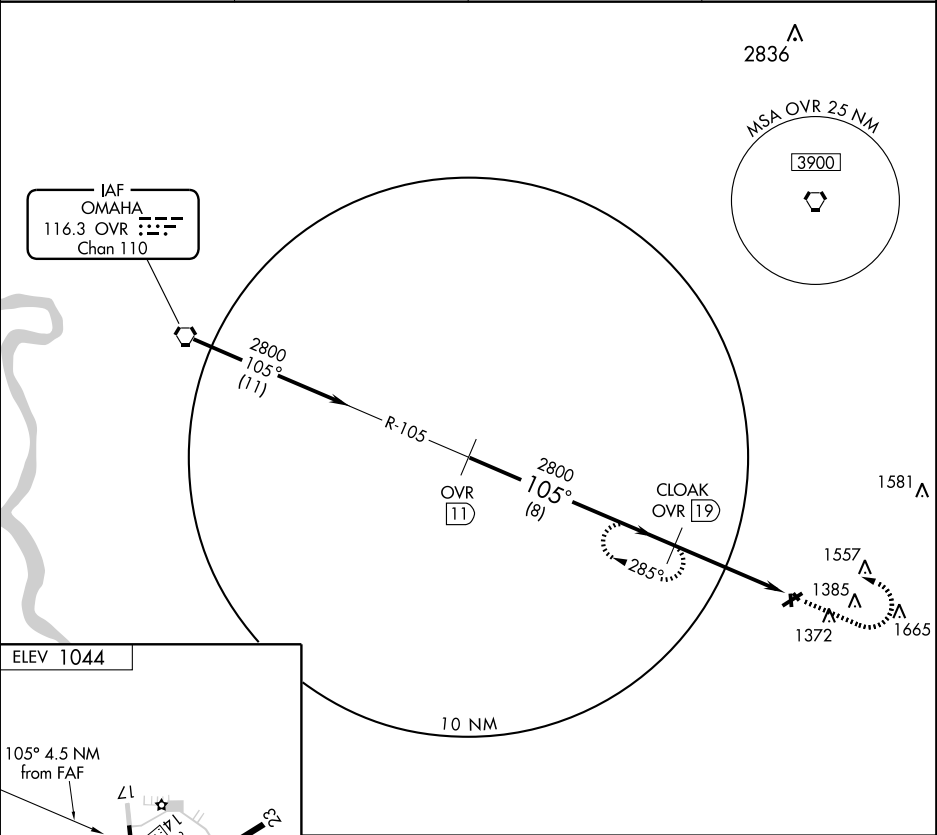
AWOS-3 119.775	OMAHA APP CON 124.5 263.0	GCO 121.725	UNICOM 122.8 (CTAF) ⓪
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VOR/DME-A
RED OAK MUNI (RDK)

VORTAC OVR 116.3 Chan 110	APP CRS 105°	Rwy Idg TDZE Apt Elev	N/A N/A 1044
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MISSED APPROACH: Climb to 2800 then left turn via OVR R-105 to CLOAK/19 DME and hold.			
AWOS-3 119.775	OMAHA APP CON 124.5 263.0	GCO 121.725	UNICOM 122.8 (CTAF) 1

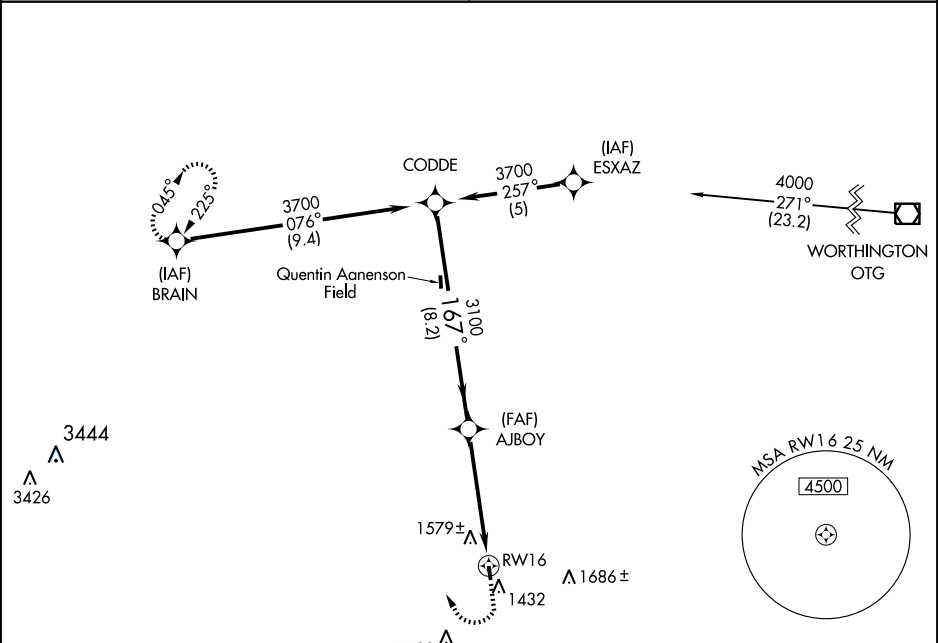


Procedure Turn NA		2800		CLOAK OVR 19	
2800		105°		2800	
8 NM		4.5 NM		OVR 23.5	
CATEGORY	A	B	C	D	
CIRCLING	1660-1 616 (700-1)	1740-1¼ 696 (700-1¼)	NA		

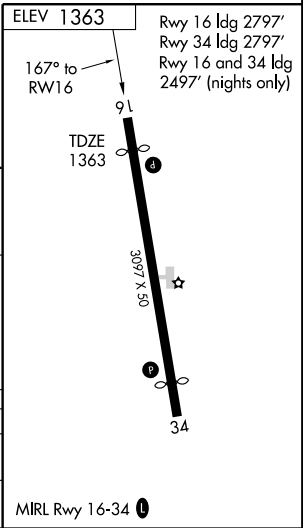
GPS RWY 16
ROCK RAPIDS MUNI (RRQ)

APP CRS	Rwy Idg
167°	2797*
	TDZE 1363
	Apt Elev 1363

<div>▼</div> <div>▲ NA</div>	Use Sioux Falls, SD altimeter setting. *2497' (nights only)	MISSED APPROACH: Climb to 2200, then climbing right turn to 3700 direct BRAIN WP and hold.
SIOUX FALLS APP CON★ 126.9 267.9		UNICOM 122.8 (CTAF) 0



<div>CODDE</div> <div>3700</div> <div>Procedure Turn NA</div> <div>2200</div> <div>3700</div> <div>BRAIN</div> <div>AJBOY</div> <div>3100</div> <div>RW16</div> <div>8.2 NM</div> <div>5 NM</div>				
CATEGORY	A	B	C	D
S-16	1900-1 537 (600-1)		NA	
CIRCLING	1960-1 597 (600-1)		NA	

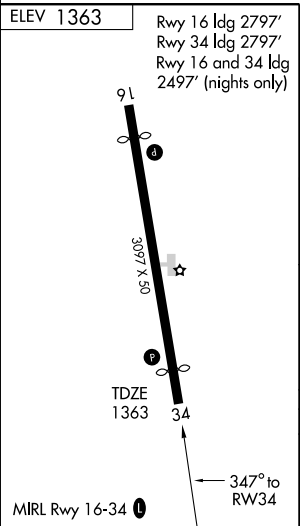
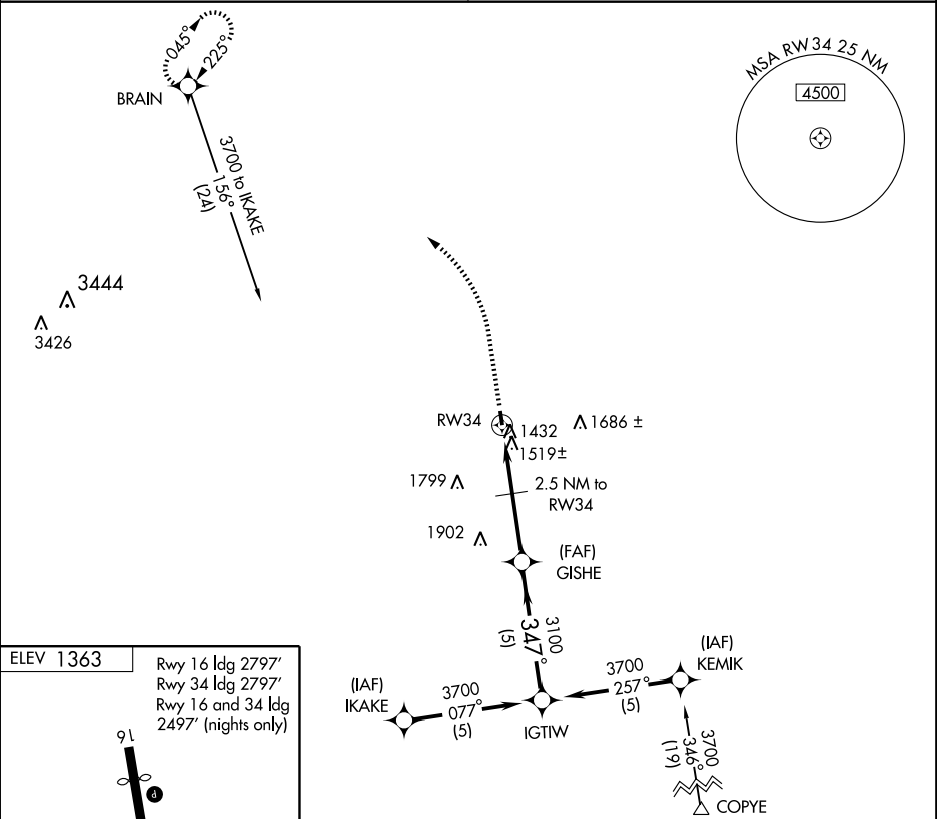


APP CRS	Rwy Idg	2797 *
347°	TDZE	1363
	Apt Elev	1363

GPS RWY 34

ROCK RAPIDS MUNI (R.R.Q)

<p>▼ Use Sioux Falls, SD altimeter setting.</p> <p>▲ NA * 2497' (nights only)</p>	<p>MISSED APPROACH: Climb to 2200, then climbing left turn to 3700 direct BRAIN WP and hold.</p>
<p>SIoux FALLS APP CON *</p> <p>126.9 267.9</p>	<p>UNICOM</p> <p>122.8 (CTAF) 0</p>



	2200	3700	BRAIN	
	↑	↩	✱	
		2.5 NM to RW34	GISHE	IGTIW
			3100	3700
			347°	
			2280	
			2.5 NM to RW34	
			2.5 NM	5 NM
				Procedure Turn NA
CATEGORY	A	B	C	D
S-34	1900-1	537 (600-1)		NA
CIRCLING	1960-1	597 (600-1)		NA

NDB SKI
356

APP CRS
345°

Rwy Idg	TDZE	Apt Elev
11L	100	100
11R	100	100
15L	100	100
15R	100	100
16L	100	100
16R	100	100
17L	100	100
17R	100	100
18L	100	100
18R	100	100
19L	100	100
19R	100	100
20L	100	100
20R	100	100
21L	100	100
21R	100	100
22L	100	100
22R	100	100
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24L	100	100
24R	100	100
25L	100	100
25R	100	100
26L	100	100
26R	100	100
27L	100	100
27R	100	100
28L	100	100
28R	100	100
29L	100	100
29R	100	100
30L	100	100
30R	100	100
31L	100	100
31R	100	100
32L	100	100
32R	100	100
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37R	100	100
38L	100	100
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40L	100	100
40R	100	100
41L	100	100
41R	100	100
42L	100	100
42R	100	100
43L	100	100
43R	100	100
44L	100	100
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45L	100	100
45R	100	100
46L	100	100
46R	100	100
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66R	100	100
67L	100	100
67R	100	100
68L	100	100
68R	100	100
69L	100	100
69R	100	100
70L	100	100
70R	100	100
71L	100	100
71R	100	100
72L	100	100
72R	100	100
73L	100	100

4100
1243
1250

NDB or GPS RWY 36

SAC CITY MUNI (SKI)

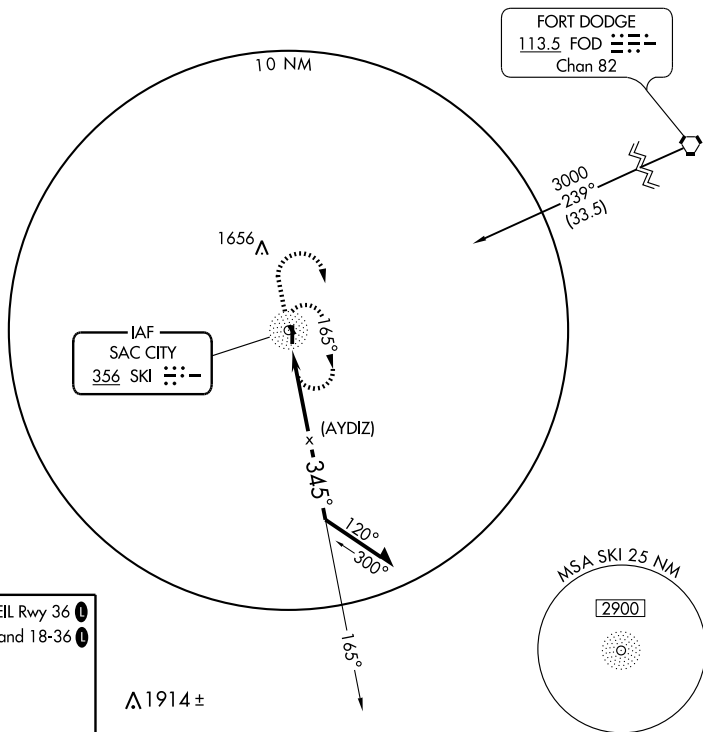
ANA

Use Fort Dodge altimeter setting.
Circling to Rwy 14-32 not authorized at night.

MISSED APPROACH: Climb to 3000 then right turn direct SKJ NDB and hold.

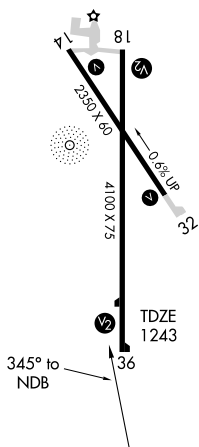
MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF) **L**



NC-3, 17 DEC 2009 to 14 JAN 2010

ELEV 1250

REIL Rwy 36 **L**MIRL Rwy 14-32 and 18-36 **L** $\Delta 1914 \pm$

3000



SKI



NDE

Remain
within 10 NM

-165

(AYDIZ)

3000

CATEGORY	A	B	C	D
S-36	1960-1	717 (800-1)		NA
CIRCLING	1960-1	710 (800-1)		NA

NDB SHL
338

APP CRS
335°

Rwy Idg	4199
TDZE	1418
Apt Elev	1419

NDB RWY 33
SHELDON MUNI (SHL)

A NA

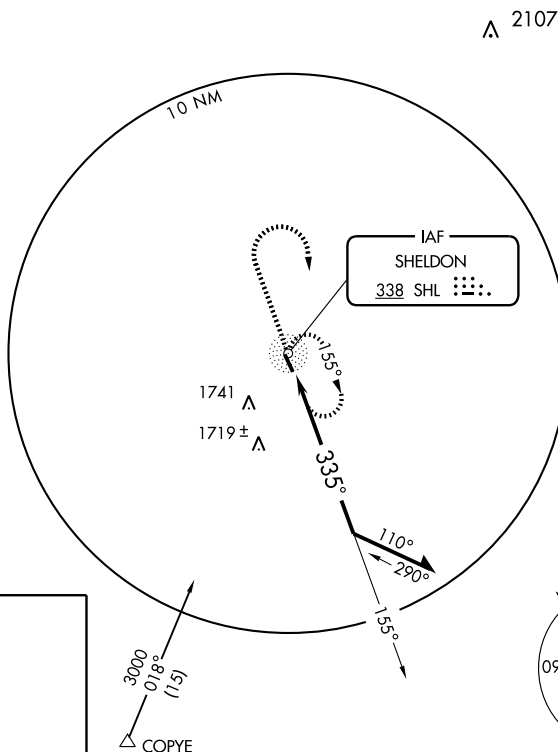
If local altimeter setting not received, use Orange City Muni altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3000 then right turn direct SHL NDB and hold.

AWOS-3
119.775

FORT DODGE RADIO
122.15

UNICOM
122.8 (CTAF) **L**



MSA SHL 25 NM

3400

1090°—

 -270°

3000

ELEV 1419



AL99X75

TDZE
1418

33

to NDB

MIRL Rwy 15-33 **L**

REIL Rwy 15 and 33 L

3000 ↑		SHL  338
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NDB

Remain
within 10 NM

155°

3000

CATEGORY	A	B	C	D
S-33	2100-1	682 (700-1)	2100-2 682 (700-2)	2100-2¼ 682 (700-2¼)
CIRCLING	2100-1	681 (700-1)	2100-2 681 (700-2)	2100-2¼ 681 (700-2¼)

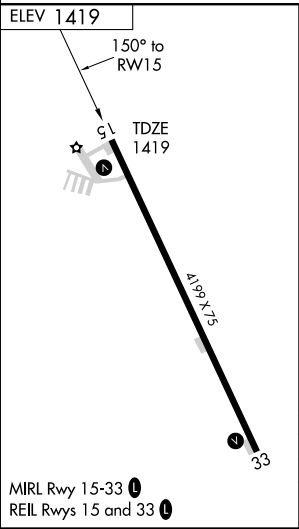
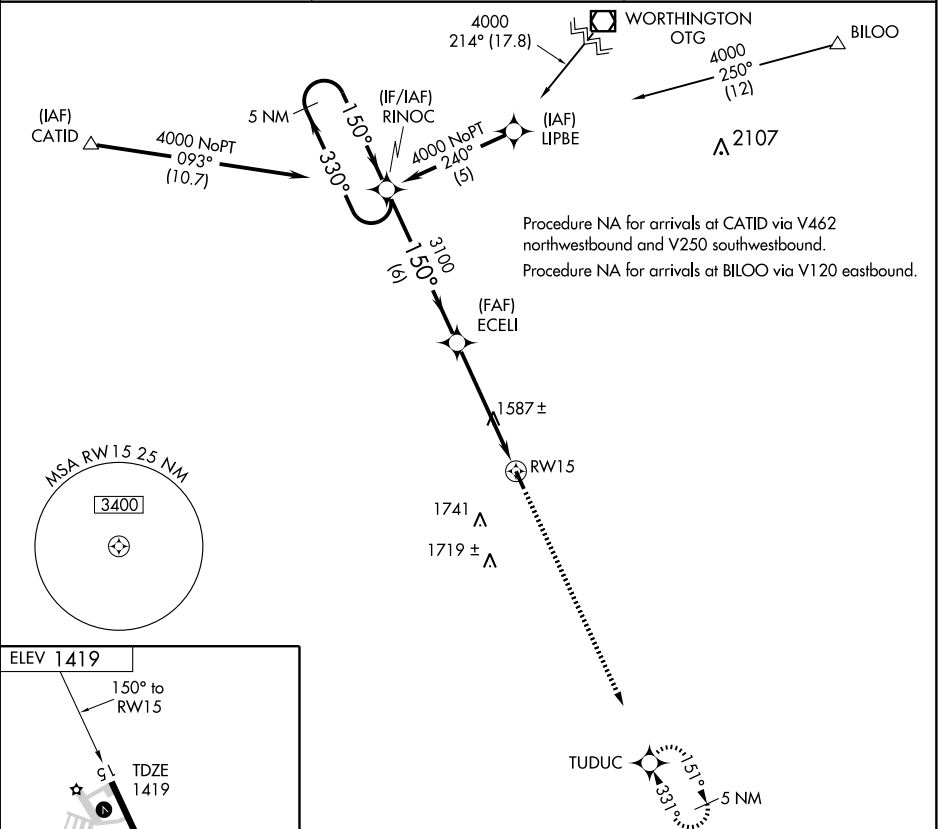
APP CRS	Rwy Idg	4199
150°	TDZE	1419
	Apt Elev	1419

RNAV (GPS) RWY 15
SHELDON MUNI (SHL)

A DME/DME RNP-0.3 NA. Procedure NA at night.
If local altimeter setting not received, use Orange City Muni altimeter setting and increase all MDAs 40 feet.
VDP NA when using Orange City Muni altimeter setting.

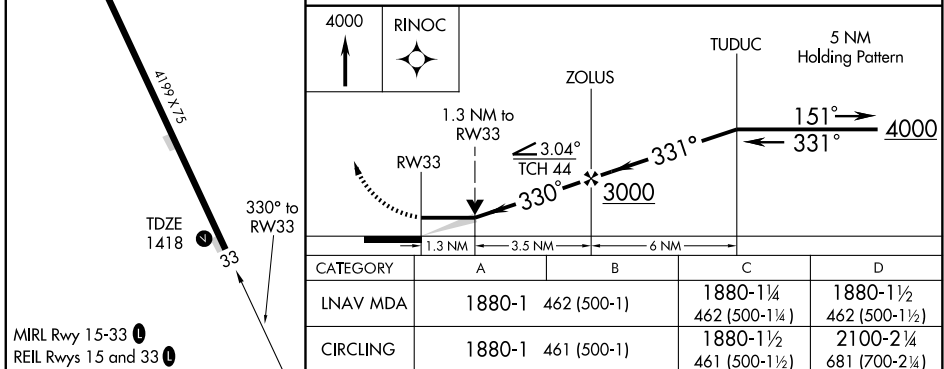
MISSED APPROACH: Climb to 4000 direct TUDUC and hold.

AWOS-3 119.775	FORT DODGE RADIO 122.15	UNICOM 122.8 (CTAF)
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5 NM Holding Pattern				4000	TUDUC
CATEGORY	A	B	C	D	
LNAV MDA	1840-1	421 (500-1)	1840-1 1/4	421 (500-1 1/4)	
CIRCLING	1840-1	1880-1	1880-1 1/2	2100-2 1/4	
	421 (500-1)	461 (500-1)	461 (500-1 1/2)	681 (700-2 1/4)	

AWOS-3 119.775	FORT DODGE RADIO 122.15	UNICOM 122.8 (CTAF) 0
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NDB SDA 411	APP CRS 040°	Rwy Idg TDZE Apt Elev 5000 967 971
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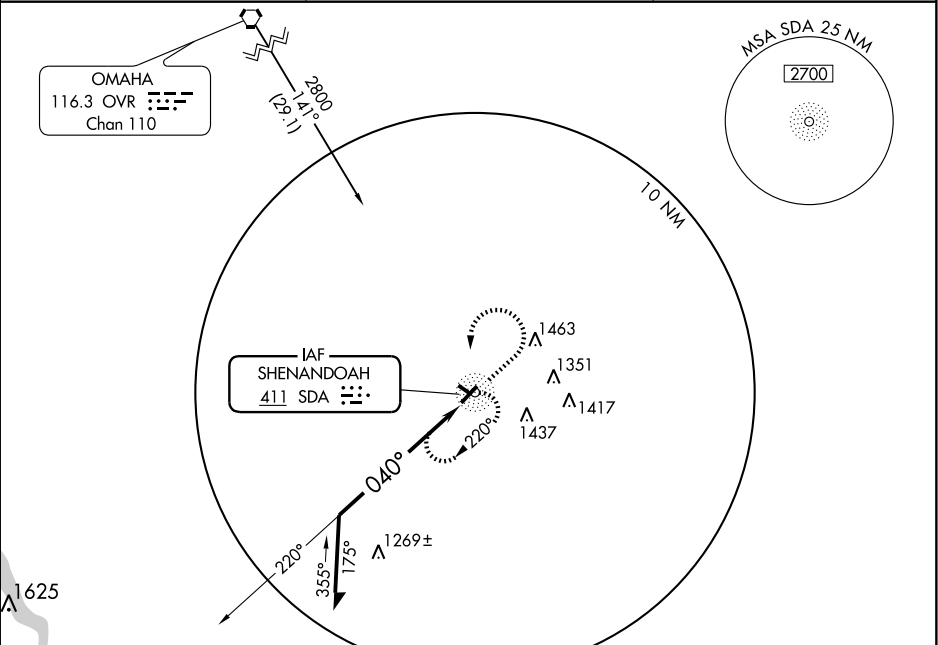
NDB RWY 4
SHENANDOAH MUNI (SDA)



If local altimeter setting not received, use Clarinda altimeter setting and increase all MDA's 60 feet.

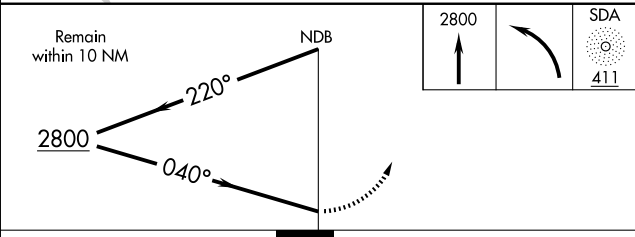
MISSED APPROACH: Climb to 2800 then left turn direct SDA NDB and hold.

AWOS-3 125.525	OMAHA APP CON 124.5 263.0	UNICOM 122.8 (CTAF)
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ELEV 971

LIRL Rwy 12-30
MIRL Rwy 4-22
REIL Rwy 4 and 22



CATEGORY	A	B	C	D
S-4	1620-1	653 (700-1)	NA	
CIRCLING	1620-1	649 (700-1)	NA	

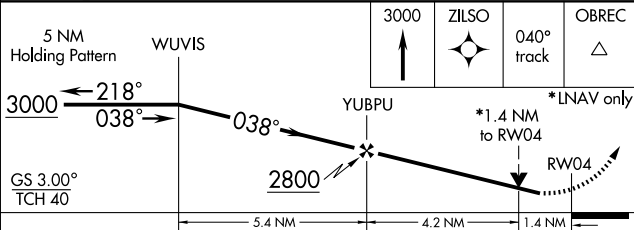
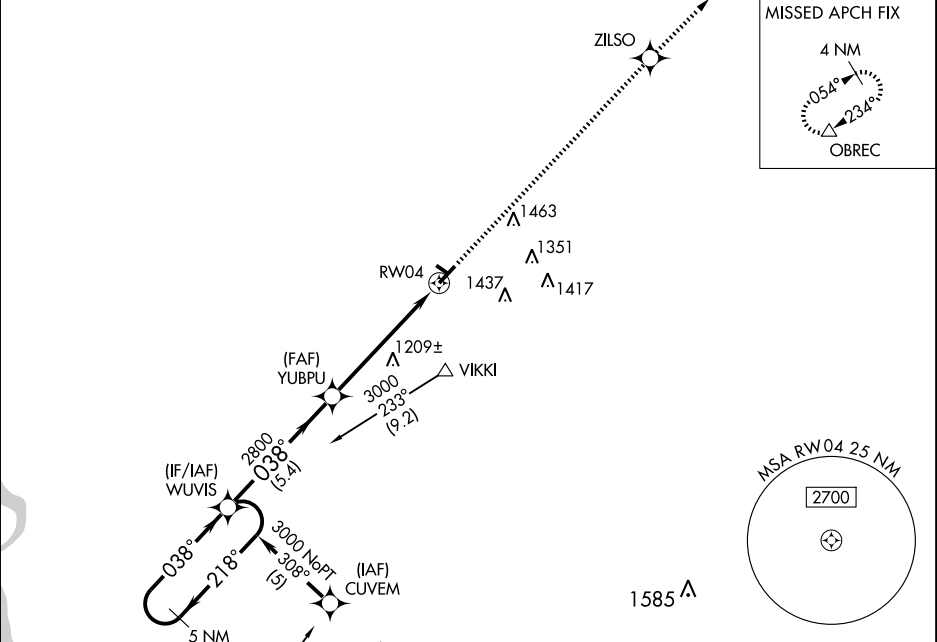
WAAS CH 63101 W04A	APP CRS 038°	Rwy Idg TDZE Apt Elev	5000 967 971
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RNAV (GPS) RWY 4
SHENANDOAH MUNI (SDA)

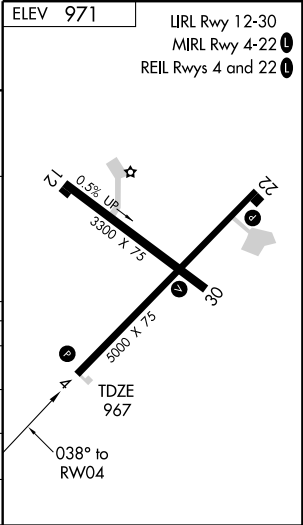
⚠ If local altimeter setting not received, use Clarinda altimeter setting and increase all DAs/MDAs 60 feet.
⚠ VDP NA when using Clarinda altimeter setting.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct ZILSO and via 040° track to OBREC and hold.

AWOS-3 125.525	OMAHA APP CON 124.5 263.0	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
LPV DA	1230-1	263 (300-1)	NA	NA
RNAV/ VNAV DA	NA			
RNAV MDA	1460-1	493 (500-1)	NA	NA
CIRCLING	1520-1	549 (600-1)	NA	NA



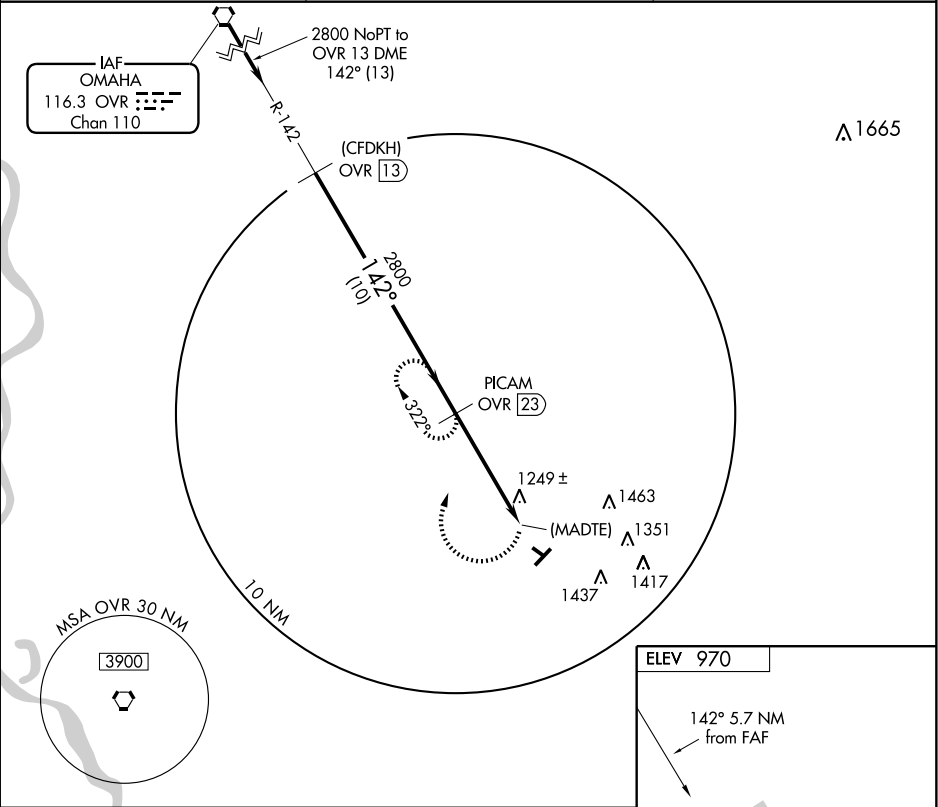
VORTAC OVR 116.3 Chan 110	APP CRS 142°	Rwy Idg TDZE Apt Elev 3300 967 970
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VOR/DME or GPS RWY 12

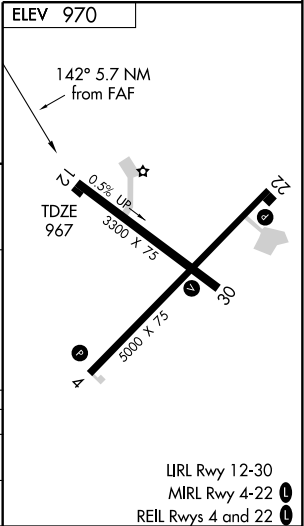
SHENANDOAH MUNI (SDA)

	MISSED APPROACH: Climbing right turn to 2800 via OVR R-142 to PICAM/OVR 23 DME and hold.
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AWOS-3 125.525	OMAHA APP CON 124.5 263.0	UNICOM 122.8 (CTAF) 0
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(CFDKH) OVR 13		PICAM OVR 23		<div><div><div>2800</div><div>OVR R-142</div></div><div>PICAM OVR 23</div></div>	
2800		142°		2800	
Procedure Turn NA				(MADTE) OVR 27.6	
10 NM		4.6 NM		1.1	
CATEGORY	A	B	C	D	
S-12	1540-1¼	573 (600-1¼)	NA		
CIRCLING	1540-1¼	570 (600-1¼)	NA		

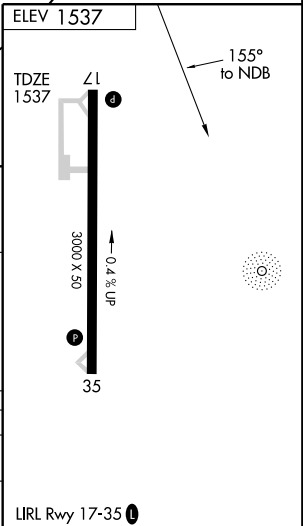
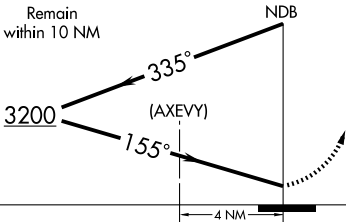
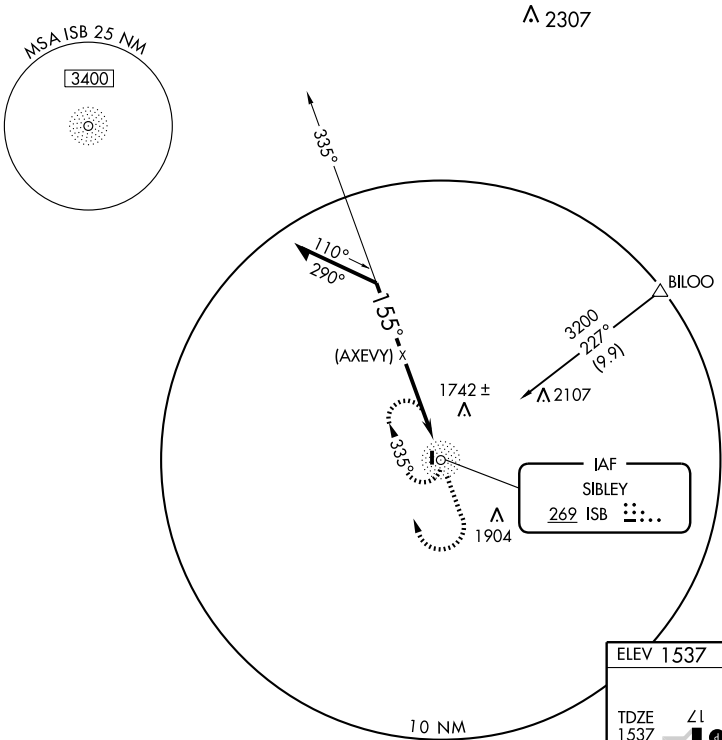


NDB ISB	APP CRS	Rwy Idg	3000
<u>269</u>	<u>155°</u>	TDZE	<u>1537</u>
		Apt Elev	<u>1537</u>

NDB or GPS RWY 17

SIBLEY MUNI (ISB)

NA Use Worthington MN altimeter setting.	MISSED APPROACH: Climb to 3200 then right turn direct ISB NDB and hold.
MINNEAPOLIS CENTER 132.05 317.4	UNICOM 122.8 (CTAF)



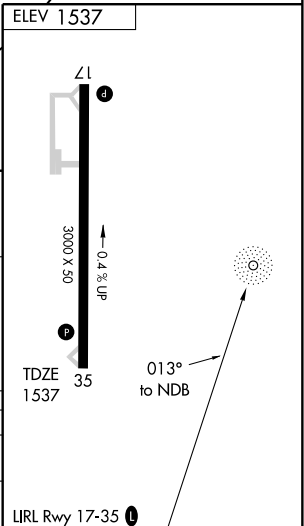
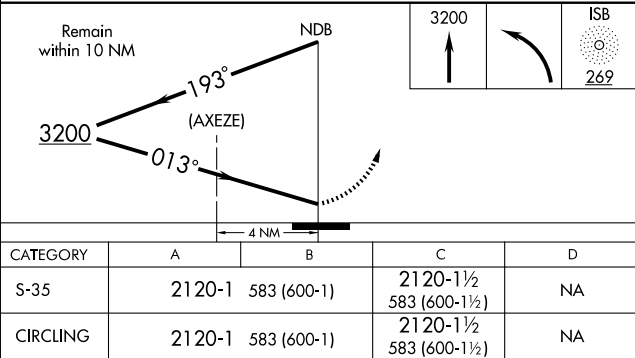
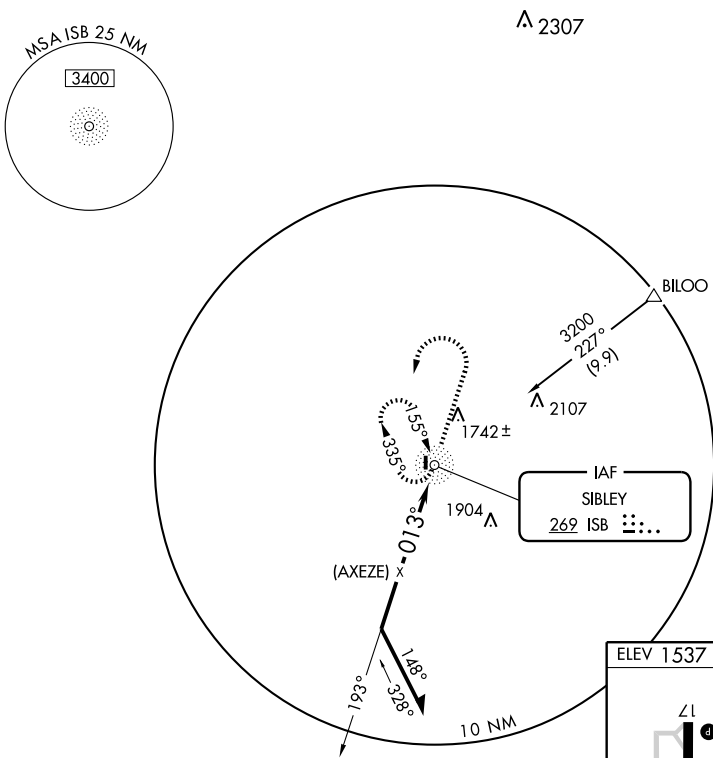
CATEGORY	A	B	C	D
S-17	2160-1	623 (700-1)	2160-1 3/4 623 (700-1 3/4)	NA
CIRCLING	2160-1	623 (700-1)	2160-1 3/4 623 (700-1 3/4)	NA

NDB ISB	APP CRS	Rwy Idg	3000
<u>269</u>	013°	TDZE	1537
		Apt Elev	1537

NDB or GPS RWY 35

SIBLEY MUNI (ISB)

NA Use Worthington MN altimeter setting.	MISSED APPROACH: Climb to 3200 then left turn direct ISB NDB and hold.
MINNEAPOLIS CENTER 132.05 317.4	UNICOM 122.8 (CTAF) 1



NDB SOY	APP CRS	Rwy Idg	3802
<u>368</u>	180°	TDZE	1448
		Apt Elev	1448

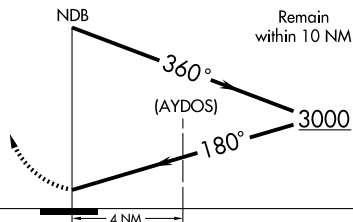
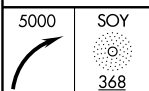
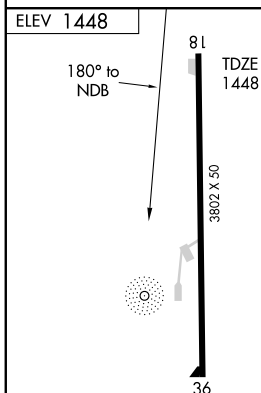
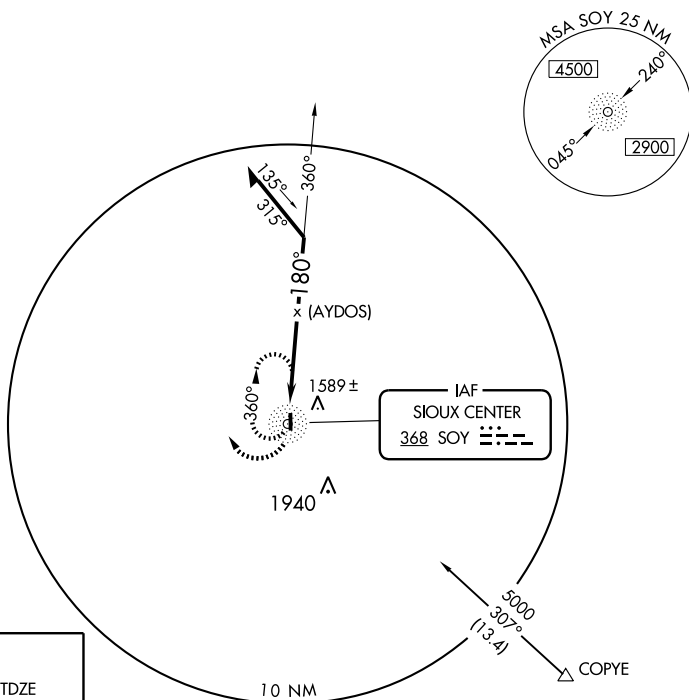
NDB or GPS RWY 18

SIOUX CENTER MUNI (SOY)

T	Use Orange City altimeter setting; if not received use
A NA	Sioux Falls altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 5000 in SOY NDB holding pattern.

MINNEAPOLIS CENTER
124.1 269.0

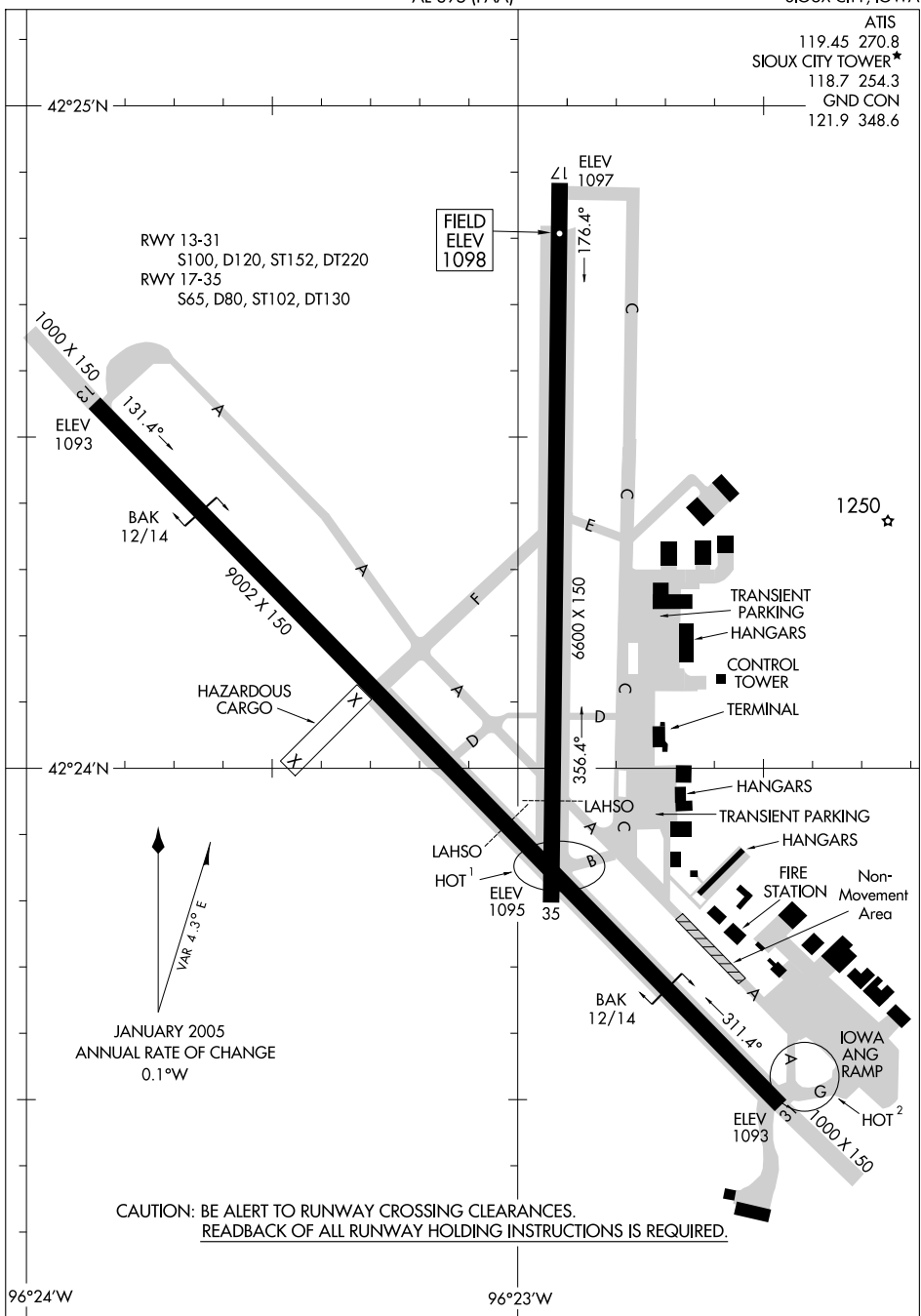
UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
S-18	1980-1	532 (600-1)	1980-1½ 532 (600-1½)	NA
CIRCLING	1980-1	532 (600-1)	1980-1½ 532 (600-1½)	NA

MIRL Rwy 18-36 **L**

AIRPORT DIAGRAM

SIoux GATEWAY/COLONEL BUD DAY FIELD (SU~~X~~)
AL-395 (FAA) SIoux CITY, IOWA



NC-3, 17 DEC 2009 to 14 JAN 2010

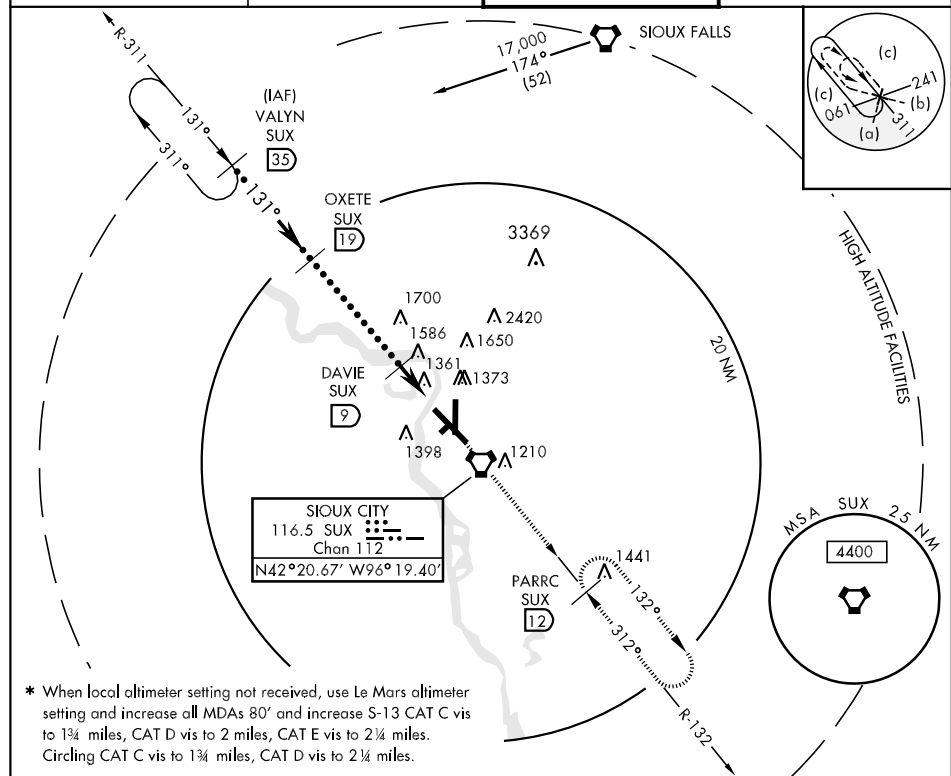
VORTAC SUX 116.5 Chan 112	APCH CRS 131°	Rwy Idg TDZE Arpt Elev 1098	9002 1095 1098
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JAL-395 [USAF]

SIOUX CITY/ SIOUX GATEWAY/COL. BUD DAY FIELD (KSUX)

V	MALS	MISSED APPROACH: Climb to 3000 direct SUX VORTAC, then via SUX R-132 to PARRC (SUX 12 DME) and hold.
	A4	

ATIS 119.45 277.2	SIOUX CITY APP CON 124.6 307.0	SIOUX CITY TOWER * 118.7 0 (CTAF) 254.3	GND CON 121.9 348.6
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EMERG SAFE ALT 100 NM FROM "SUX" VORTAC 4800

VALYN 35	OXETE 19	DAVIE 9	3000	SUX 12	PARRC 12	ELEV 1098
17,000	3500	2600	3.9 NM	5.1	5.1	131° 3.9 NM from FAF
VDP NA when using Le Mars altimeter setting			VGSI and descent angles not coincident			1171±
3.51° TCH 49			VORTAC			1199
CATEGORY	C	D	E	REIL Rwy 17 and 35		
S-13 *	1620-1 1/2 525 (600-1 1/2)	1620-1 3/4 525 (600-1 3/4)	2000-3 902 (1000-3)	HIRL Rwy 13-31		
CIRCLING *	1660-1 1/2 562 (600-1 1/2)	1680-2 582 (600-2)		MIRL Rwy 17-35		

SIOUX CITY, IOWA

42°24'N-96°23'W

SIOUX CITY/ SIOUX GATEWAY/COL. BUD DAY FIELD

(KSUX)

VORTAC SUX 116.5 Chan 112	APCH CRS 312°	Rwy Idg TDZE Arpt Elev 9002 1096 1098
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JAL-395 [USAF]

SIoux CITY/ SIoux GATEWAY/COL. BUD DAY FIELD (KSUX)

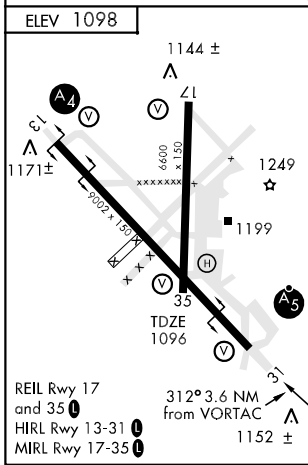
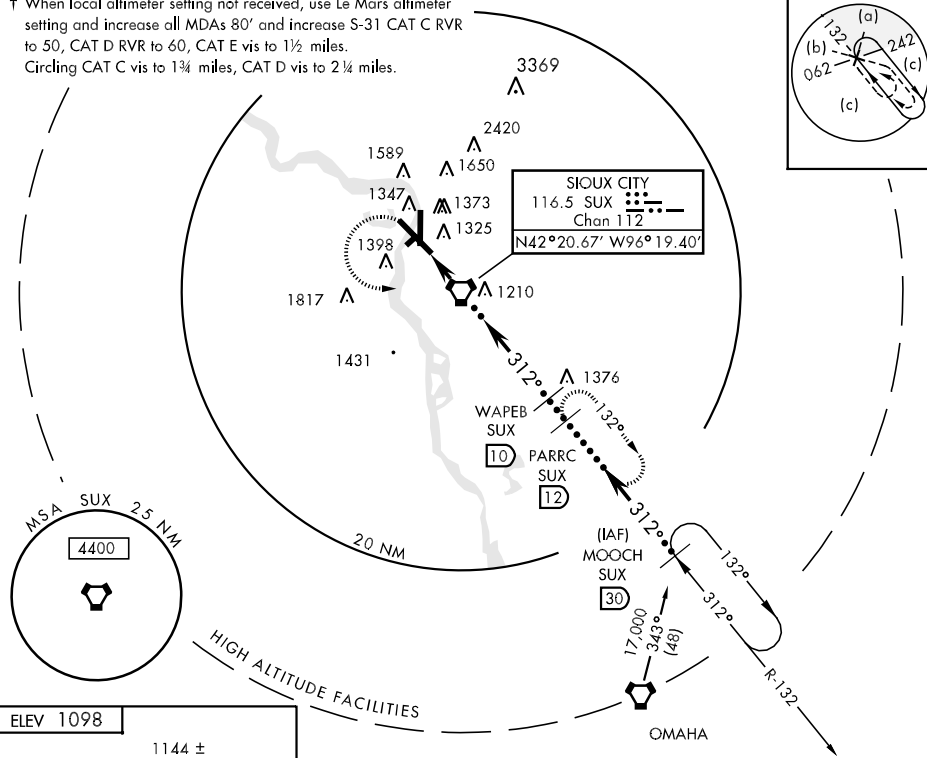
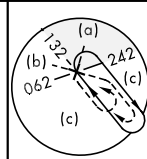
✦ When ALS inop, increase CAT E vis to 1¾ miles.



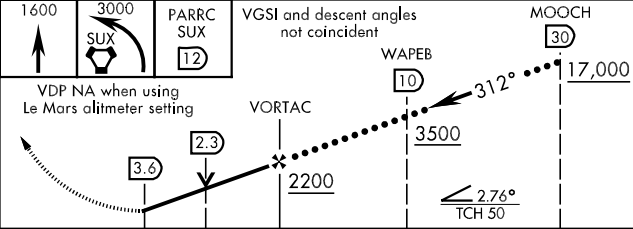
MISSED APPROACH: Climb to 1600, then climbing left turn to 3000 direct SUX VORTAC, then via SUX R-132 to PARRC (SUX 12 DME) and hold.

ATIS 119.45 277.2	SIoux CITY APP CON 124.6 307.0	SIoux CITY TOWER ✦ 118.7 0 (CTAF) 254.3	GND CON 121.9 348.6
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† When local altimeter setting not received, use Le Mars altimeter setting and increase all MDAs 80' and increase S-31 CAT C RVR to 50, CAT D RVR to 60, CAT E vis to 1½ miles.
Circling CAT C vis to 1¾ miles, CAT D vis to 2½ miles.



EMERG SAFE ALT 100 NM FROM "SUX" VORTAC 4800



CATEGORY	C	D	E
S-31 ✦ †	1560/40 464 (500-¾)	1560/50 464 (500-1)	1560/60 464 (500-1½)
CIRCLING †	1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)

LOC I-OIQ <u>111.3</u>	APP CRS 130°	Rwy Idg TDZE Apt Elev	9002 1095 1098
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ILS or LOC RWY 13

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

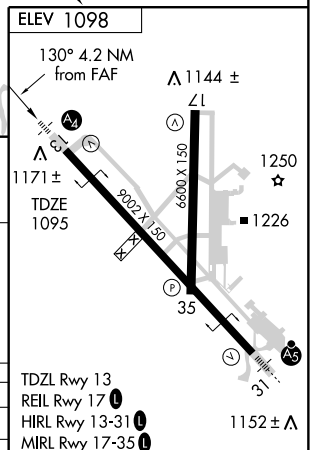
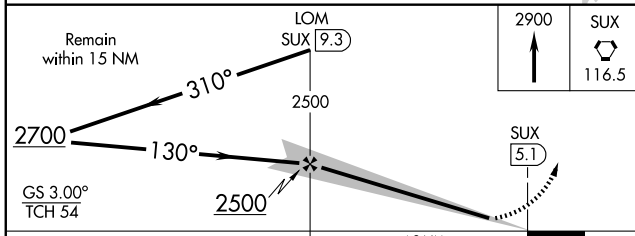
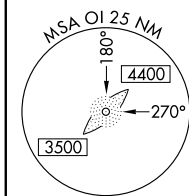
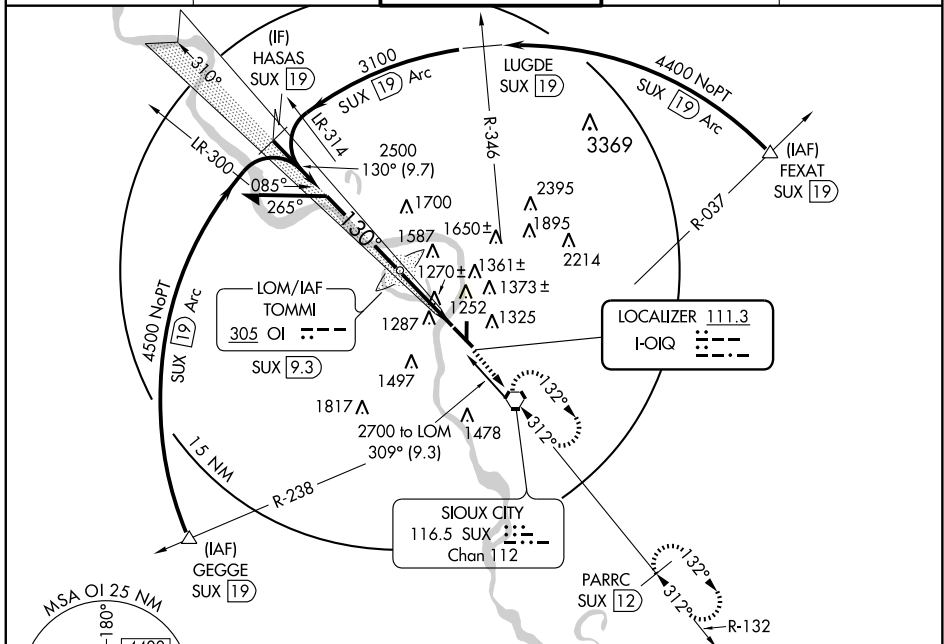


Inoperative table does not apply to S-LOC 13 Cat C.



MISSED APPROACH: Climb to 2900 direct SUX VORTAC and hold. (TACAN aircraft continue via SUX R-132 to PARRC 12 DME and hold SE, right turn, 312° inbound.)

ATIS 119.45 270.8	SIOUX CITY APP CON 124.6 307.0	SIOUX CITY TOWER * 118.7 (CTAF) 0 254.3	GND CON 121.9 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D	E	TDZL Rwy 13 REIL Rwy 17 HIRL Rwy 13-31 MIRL Rwy 17-35	1152 ± Δ
S-ILS 13	1295-¾ 200 (200-¾)						
S-LOC 13	1580-¾ 485 (500-¾)	1580-1¼ 485 (500-1¼)	1580-1½ 485 (500-1½)	1580-1¾ 485 (500-1¾)			
CIRCLING	1640-1 542 (600-1)	1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)	FAF to MAP 4.2 NM		
					Knots	60 90 120 150 180	
					Min:Sec	4:12 2:48 2:06 1:41 1:24	

LOC I-SUX <u>109.3</u>	APP CRS 310°	Rwy Idg TDZE Apt Elev	9002 1096 1098
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ILS or LOC RWY 31

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

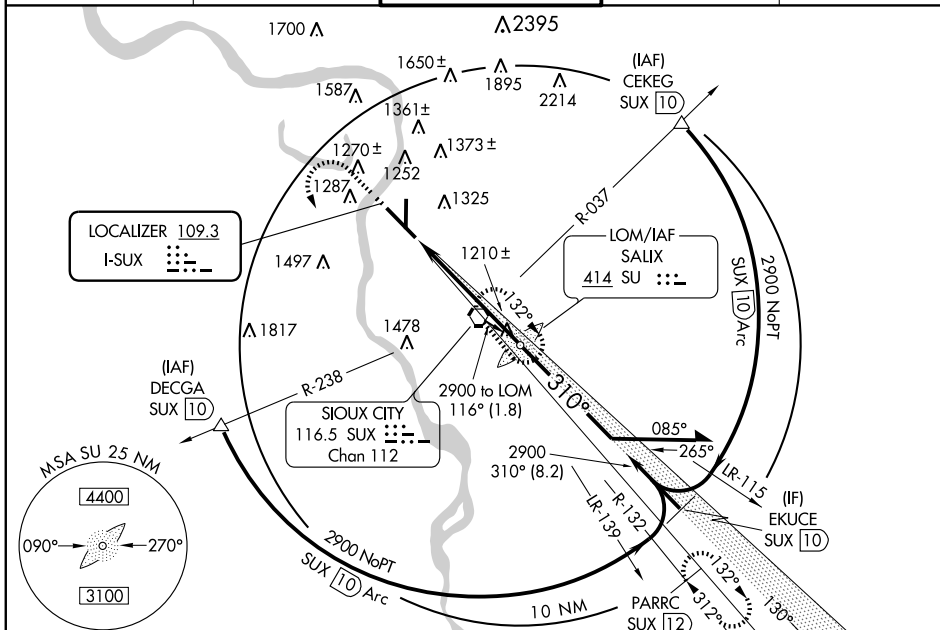


MALSR



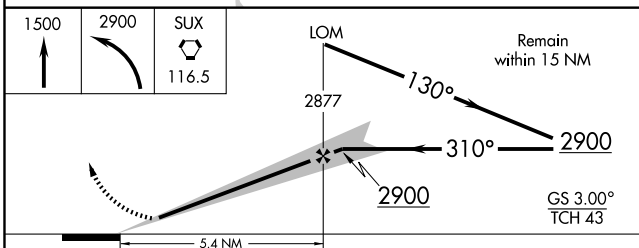
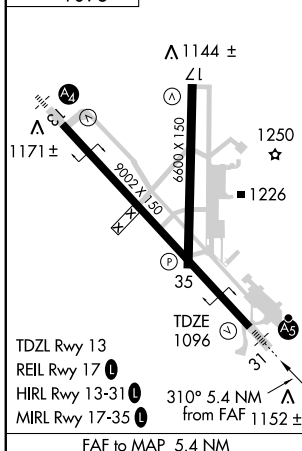
MISSED APPROACH: Climb to 1500 then climbing left turn to 2900 direct to SUX VORTAC and hold. (TACAN aircraft continue via SUX R-132 to PARRC 12 DME and hold SE, right turn, 312° inbound.)

ATIS 119.45 270.8	SIOUX CITY APP CON 124.6 307.0	SIOUX CITY TOWER ★ 118.7(CTAF) 0 254.3	GND CON 121.9 348.6	UNICOM 122.95
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NC-3, 17 DEC 2009 to 14 JAN 2010

ELEV 1098



TDZL Rwy 13	1096					
REIL Rwy 17	1					
HIRL Rwy 13-31	1	310° 5.4 NM				
MIRL Rwy 17-35	1	from FAF 1152 ±				
FAF to MAP 5.4 NM						
Knots	60	90	120	150	180	
Min:Sec	5:24	3:36	2:42	2:10	1:48	

CATEGORY	A	B	C	D	E
S-ILS 31	1296/24 200 (200-½)				
S-LOC 31	1460/24 364 (400-½)			1460/40 364 (400-¾)	
CIRCLING	1640-1 542 (600-1)	1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)	

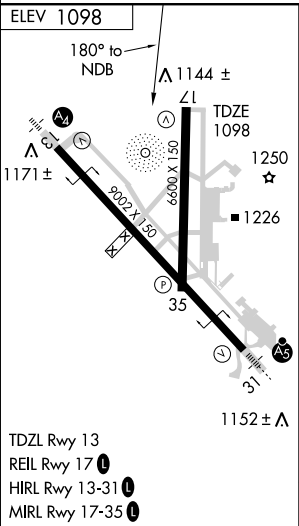
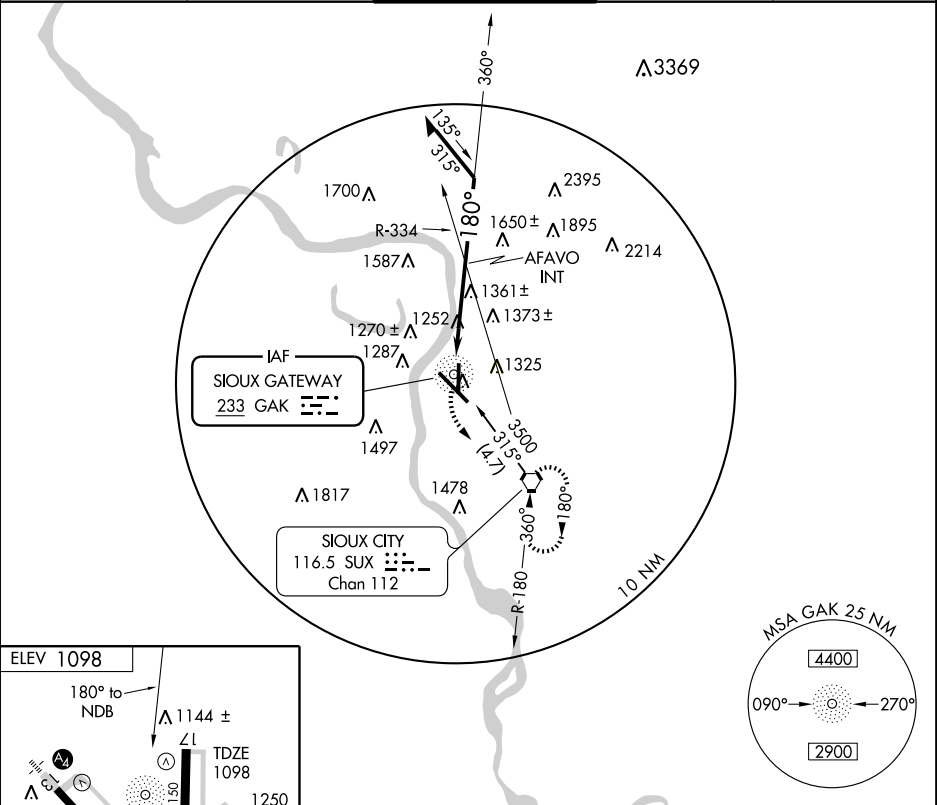
NDB RWY 17

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

NDB GAK	APP CRS	Rwy Idg	6600
<u>233</u>	<u>180°</u>	TDZE	1098
		Apt Elev	1098

NA	MISSED APPROACH: Climbing left turn to 3000 direct SUX VORTAC and hold.
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ATIS 119.45 270.8	SIOUX CITY APP CON 124.6 307.0	SIOUX CITY TOWER ★ 118.7 (CTAF) 254.3	GND CON 121.9 348.6	UNICOM 122.95
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VGSi and descent angles not coincident.				
NDB				
Remain within 10 NM				
AFAYO INT				
360° 3500				
180° 2400				
≤ 3.29° TCH 50				
3.6 NM				
CATEGORY	A	B	C	D
S-17	1760-1	662 (700-1)	1760-1¾ 662 (700-1¾)	1760-2 662 (700-2)
CIRCLING	1760-1	662 (700-1)	1760-1¾ 662 (700-1¾)	1760-2 662 (700-2)

AL-395 (FAA)

LOM SU
414

APP CRS
310°

Rwy Idg	9002
TDZE	1095
Apt Elev	1098

NDB RWY 31

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

MALS^R

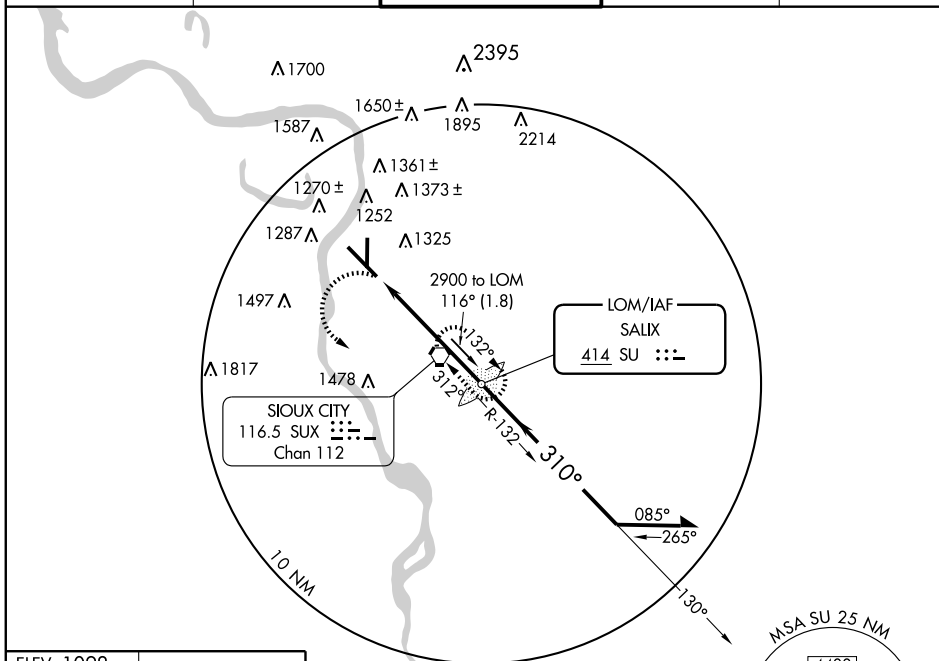
MISSED APPROACH: Climbing left turn to 2900 direct SUX VORTAC and hold.

ATIS
119.45 270.8

SIoux CITY APP CON
124.6 307.0

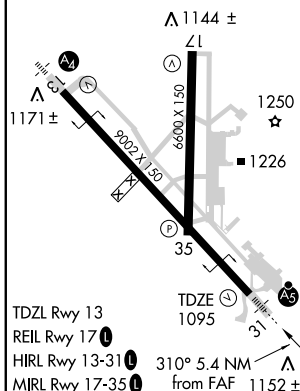
SIOUX CITY TOWER ★
 118.7 (CTAF) **L** 254.3


GND CON
121.9 348.6

UNICOM
122.95

NC-3, 17 DEC 2009 to 14 JAN 2010

ELEV 1098



2900	SUX  116.5
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LOM




Remain within 10 NM

130°

2900

310°

2900

HIRL Rwy 13-31  310° 5.4 NM 		CATEGORY		A		B		C		D	
MIRL Rwy 17-35  from FAF 1152 ±		S-31		1620/40 525 (600-34)				1620/50 525 (600-1)		1620-1½ 525 (600-1½)	
FAF to MAP 5.4 NM		CIRCLING		1640-1 542 (600-1)				1640-1½ 542 (600-1½)		1680-2 582 (600-2)	
Knots	60	90	120	150	180						
Min:Sec	5:24	3:36	2:42	2:10	1:48						

AL-395 (FAA)

NDB GAK	APP CRS	Rwy Idg	6600
<u>233</u>	344°	TDZE	1096
		Apt Elev	1098

NDB RWY 35

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)



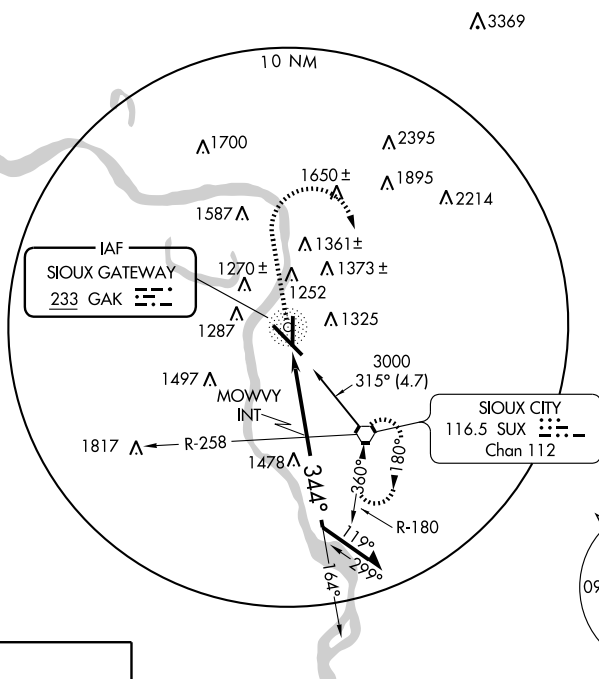
MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct SUX VORTAC and hold.

ATIS
119.45 270.8

SIoux CITY APP CON
124.6 307.0

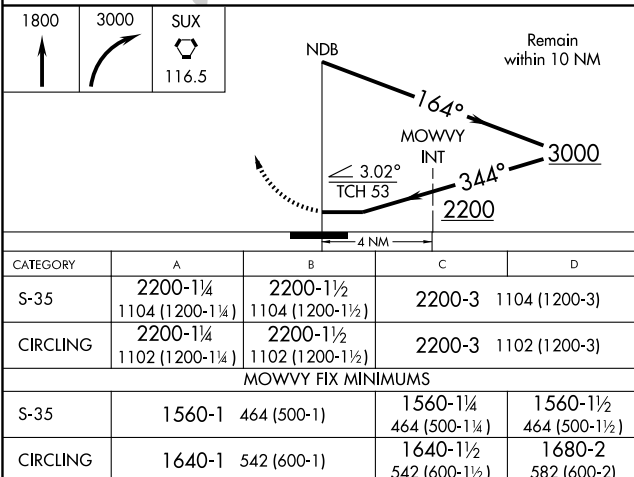
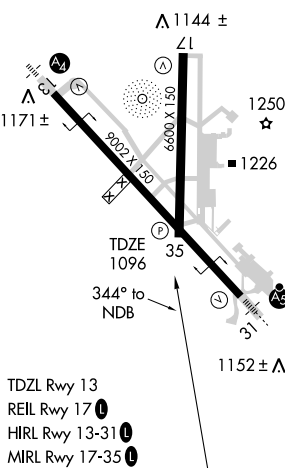
SIOUX CITY TOWER ★
118.7 (CTAF) 254.3

GND CON
121.9 348.6

UNICOM
122.95

NC-3, 17 DEC 2009 to 14 JAN 2010

ELEV 1098

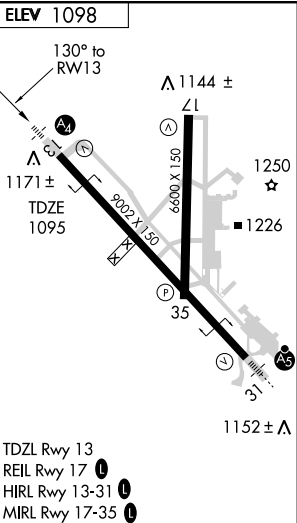
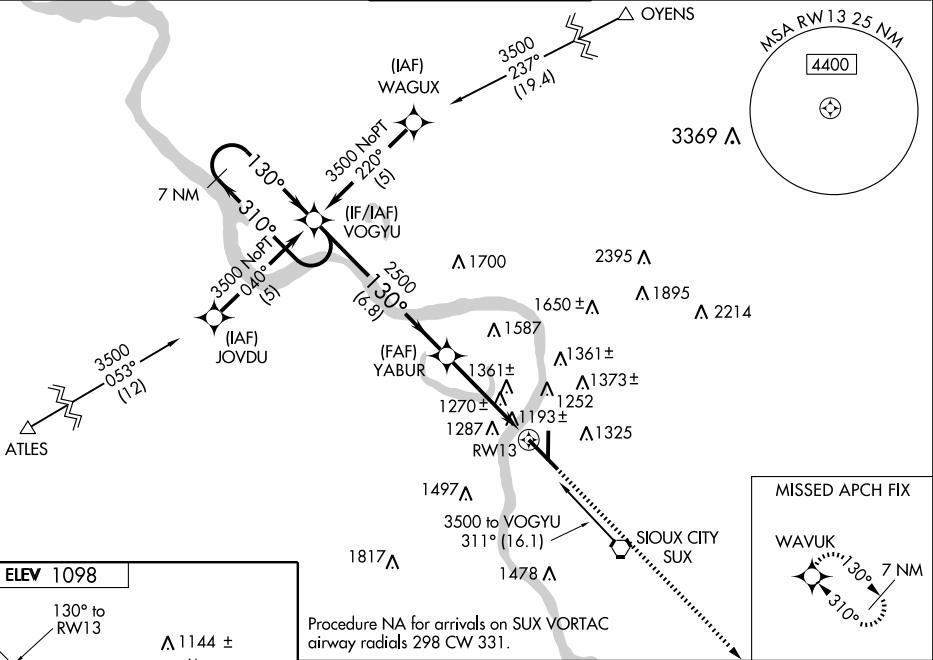


T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. Baro-VNAV NA when using Le Mars altimeter setting. When local altimeter setting not received, use Le Mars altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV visibility to RVR 5000 all Cats. Increase LNAV/VNAV visibility ¼ mile all Cats. Increase LNAV Cat C/D visibility ¼ mile and Cat E ½ mile. Increase circling Cat C/D visibility ¼ mile. Inoperative table does not apply to LNAV/VNAV and LNAV Cat C/E.

MALS

MISSED APPROACH: Climb to 3900 direct WAVUK and hold.

ATIS 119.45 270.8	SIOUX CITY APP CON 124.6 307.0	SIOUX CITY TOWER ★ 118.7 (CTAF) 0 254.3	GND CON 121.9 348.6	UNICOM 122.95
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7 NM

Holding Pattern

VOGYU

VGSI and RNAV glidepath
not coincident.

3900

↑

WAVUK

✦

3500

← 310°

→ 130°

YABUR

✕

130°

2500

RW13

⋯

GS 3.00°

TCH 54

6.8 NM


4.2 NM

CATEGORY	A	B	C	D	E
LPV DA	1295/40 200 (200-¾)				
LNAV/ VNAV DA	1582-1¾ 487 (500-1¾)				
LNAV MDA	1620/40	525 (600-¾)	1620-1½ 525 (600-1½)	1620-1¾	525 (600-1¾)
CIRCLING	1640-1	542 (600-1)	1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)

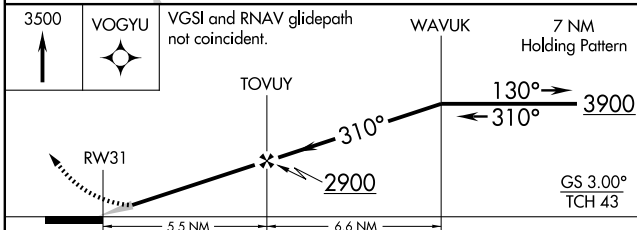
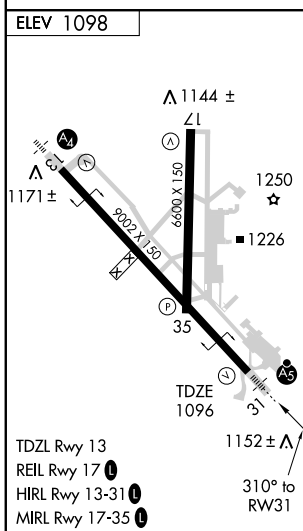
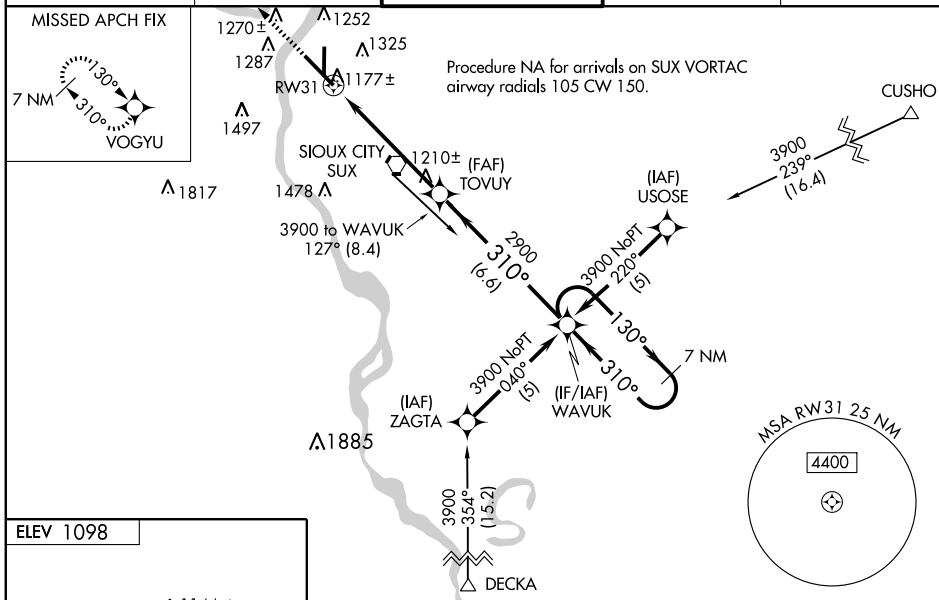
WAAS CH 90211 W31A	APP CRS 310°	Rwy Idg TDZE Apt Elev	9002 1096 1098
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RNAV (GPS) RWY 31

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

<p>▼ Baro-VNAV NA when using LeMars altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP: 0.3 NA.</p> <p>▲ When local altimeter setting not received, use Le Mars altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LNAV/VNAV visibility to RVR 6000 all Cats, increase LNAV Cat C visibility to RVR 5000, Cat D visibility to RVR 6000 and Cat E visibility ¼ mile. Increase circling Cat C/D visibility ¼ mile.</p> <p>For inoperative MALSRR increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat E visibility to 1¾.</p> <p>For inoperative MALSRR, when using Le Mars altimeter setting, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to 1¾, and LNAV Cat E visibility to 2.</p>	<p>MALSRR</p> 	<p>MISSED APPROACH: Climb to 3500 direct VOGYU and hold.</p>
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ATIS 119.45 270.8	SIOUX CITY APP CON 124.6 307.0	SIOUX CITY TOWER* 118.7 (CTAF) 0 254.3	GND CON 121.9 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D	E
LPV DA	1296/24 200 (200-½)				
LNAV/VNAV DA	1507/50 411 (500-1)				
LNAV MDA	1560/24 464 (500-½)	1560/40 464 (500-¾)	1560/50 464 (500-1)	1560/60 464 (500-1½)	2000-3
CIRCLING	1640-1 542 (600-1)	1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3	902 (1000-3)

▼

When local altimeter setting not received, use Le Mars altimeter setting and increase all MDA 80 feet, and increase S-13 Cat C/D visibility ¼ mile, Cat E visibility ½ mile, Circling Cat C/D visibility ¼ mile. Inoperative table does not apply to Cat C. VDP NA when using Le Mars altimeter setting.

MALS

MISSED APPROACH: Climb to 3000 direct SUX VORTAC then via SUX R-132 to PARRC/12 DME and hold.

ATIS 119.45 270.8	SIoux CITY APP CON 124.6 307.0	SIoux CITY TOWER ★ 118.7 (CTAF) 0 254.3	GND CON 121.9 348.6	UNICOM 122.95
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MSA SUX 2.5 NM

4400
3100

090° → 270°

R-311

OXETE SUX [19]

LUGDE SUX [19]

3100 Arc

2600 131° (10)

4400 NoPT SUX [19] Arc

3369

2395

1895±

2214

1700

1587

1650±

1361±

1361±

1373±

1270±

1252

1325

3100 to DAVIE 311° (9)

1497

1817

1478

15 NM

R-238

(IAF) GEGGE SUX [19]

(IAF) FEXAT SUX [19]

R-037

R-132

PARRC SUX [12]

312°

312°

SIoux CITY 116.5 SUX Chan 112

ELEV 1098

131° 3.9 NM from FAF

1171±

TDZE 1095

9002 X 150

6600 X 150

1144 ±

1250

1226

35

1152 ±

TDZL Rwy 13

REIL Rwy 17

HIRL Rwy 13-31

MIRL Rwy 17-35

Remain within 15 NM		DAVIE SUX [9]	3000	SUX 116.5	SUX R-132 116.5	PARRC SUX [12]
3100		311°	131°	2600	3.51° TCH 49	SUX 6.6 SUX 5.1
VGSI and descent angles not coincident.		2.4 NM	1.5			
CATEGORY	A	B	C	D	E	
S-13	1620/40	525 (600-¾)	1620-1 ½ 525 (600-1 ½)	1620-1 ¾ 525 (600-1 ¾)		
CIRCLING	1640-1	542 (600-1)	1660-1 ½ 562 (600-1 ½)	1680-2 582 (600-2)	2000-3 902 (1000-3)	

NC-3. 17 DEC 2009 to 14 JAN 2010

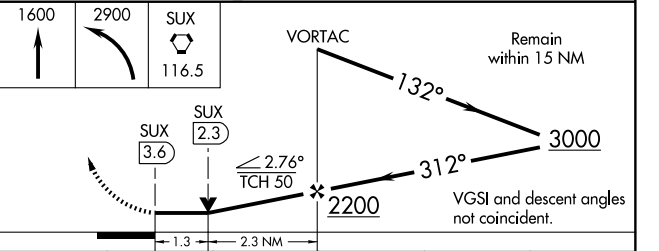
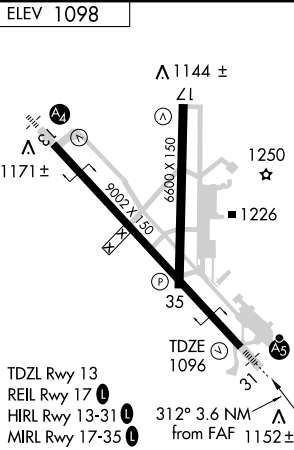
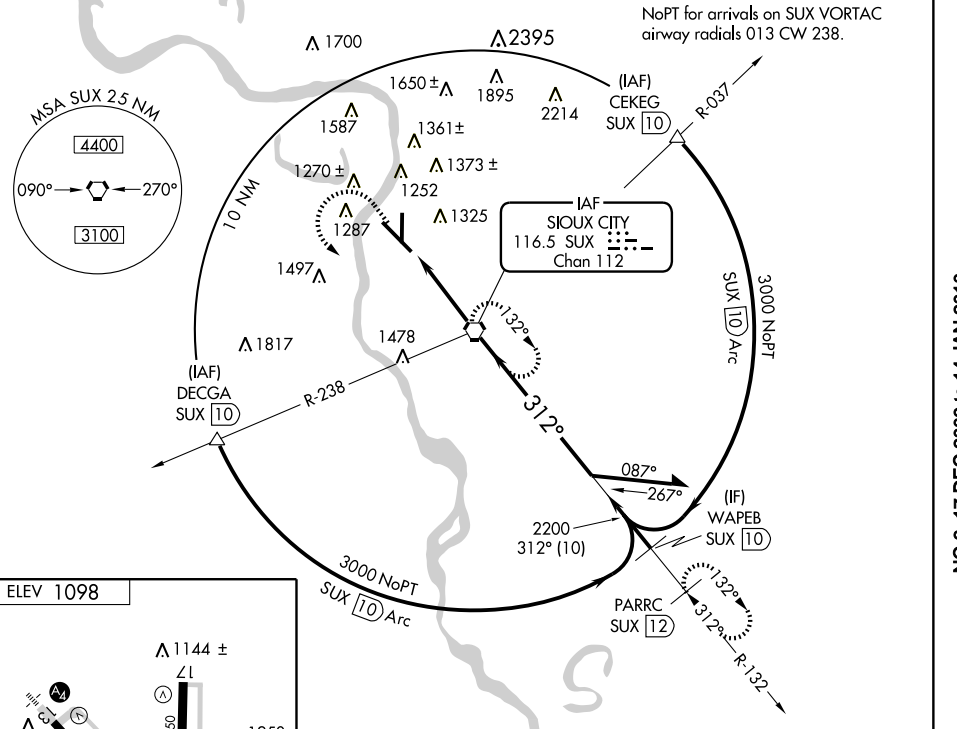
VORTAC SUX	APP CRS	Rwy Idg	9002
116.5	312°	TDZE	1096
Chan 112		Apt Elev	1098

When local altimeter setting not received, use Le Mars altimeter setting and increase all MDA 80 feet, and increase S-31 Cat C visibility to RVR 5000, Cat D visibility to RVR 6000, Cat E visibility to 1½ mile, Circling Cat C/D visibility ¾ mile. For inoperative MALS, increase S-31 Cat E visibility ½ mile. VDP NA when using Le Mars altimeter setting.



MISSED APPROACH: Climb to 1600 then climbing left turn to 2900 direct SUX VORTAC and hold. (TACAN aircraft continue climb to 3000 via SUX R-132 to PARRC/12 DME and hold SE, right turn, 312° inbound.)

ATIS	SIoux CITY APP CON	SIoux CITY TOWER ★	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) 254.3	121.9 348.6	122.95



FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12
CATEGORY	A	B	C	D	E
S-31	1560/24	464 (500-½)	1560/40	1560/50	1560/60
			464 (500-¾)	464 (500-1)	464 (500-1½)
CIRCLING	1640-1	542 (600-1)	1660-1½	1680-2	2000-3
			562 (600-1½)	582 (600-2)	902 (1000-3)

APP CRS 181°	Rwy Idg TDZE Apt Elev	5100 1337 1339
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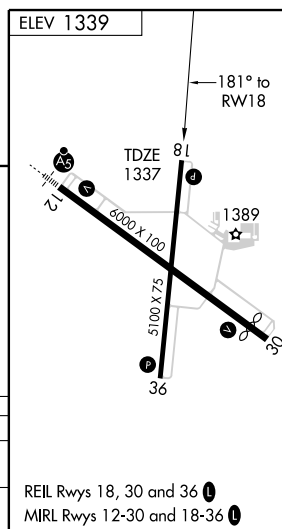
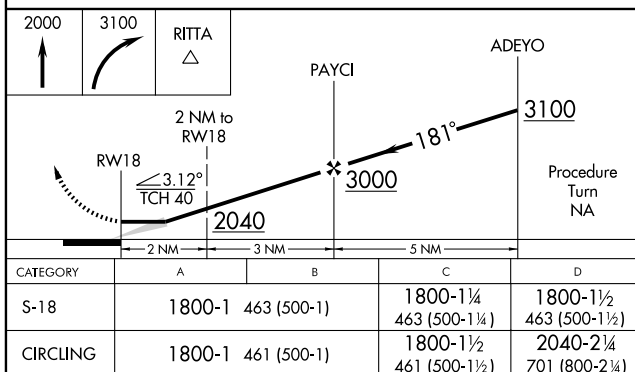
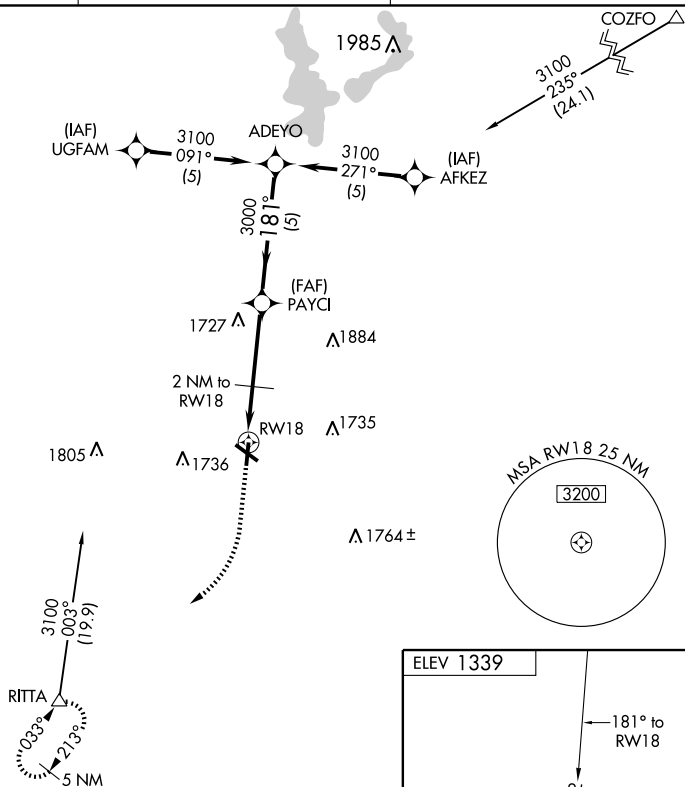
GPS RWY 18
SPENCER MUNI (SPW)

ANA

MISSED APPROACH: Climb to 2000, then climbing right turn to 3100 direct RITTA WP and hold.

ASOS
126.625

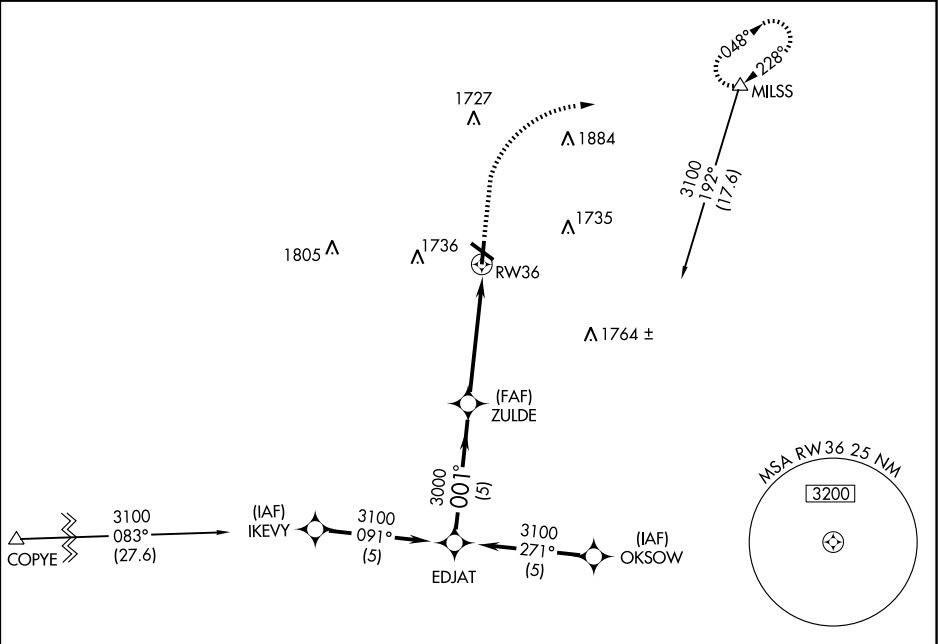
MINNEAPOLIS CENTER
127.75 257.7

UNICOM
123.0 (CTAF) **L**

APP CRS	Rwy Idg	5100
001°	TDZE	1337
	Apt Elev	1339

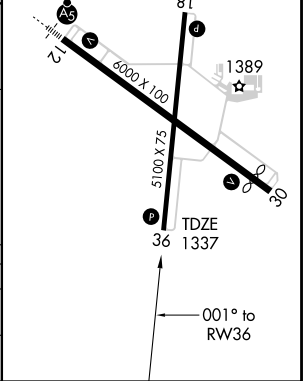
▲ NA	MISSED APPROACH: Climb to 2000, then climbing right turn to 3100 direct MILSS WP and hold.
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ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 123.0 (CTAF) 0
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	ELEV 1339
	REIL Rwy 18, 30 and 36
	MIRL Rwy 12-30 and 18-36

	EDJAT	ZULDE	2000	3100	MILSS
	3100	001°	3000	1.3 NM to RW36	
	Procedure Turn NA	3.06° TCH 45			
	5 NM	3.7 NM	1.3		
CATEGORY	A	B	C	D	
S-36	1800-1	463 (500-1)	1800-1¼ 463 (500-1¼)	1800-1½ 463 (500-1½)	
CIRCLING	1800-1	461 (500-1)	1800-1½ 461 (500-1½)	2040-2¼ 701 (800-2¼)	

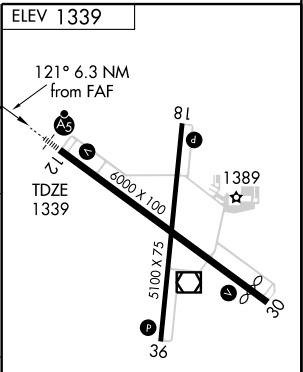
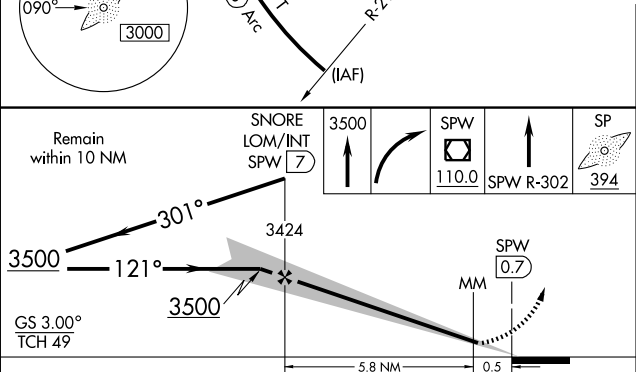
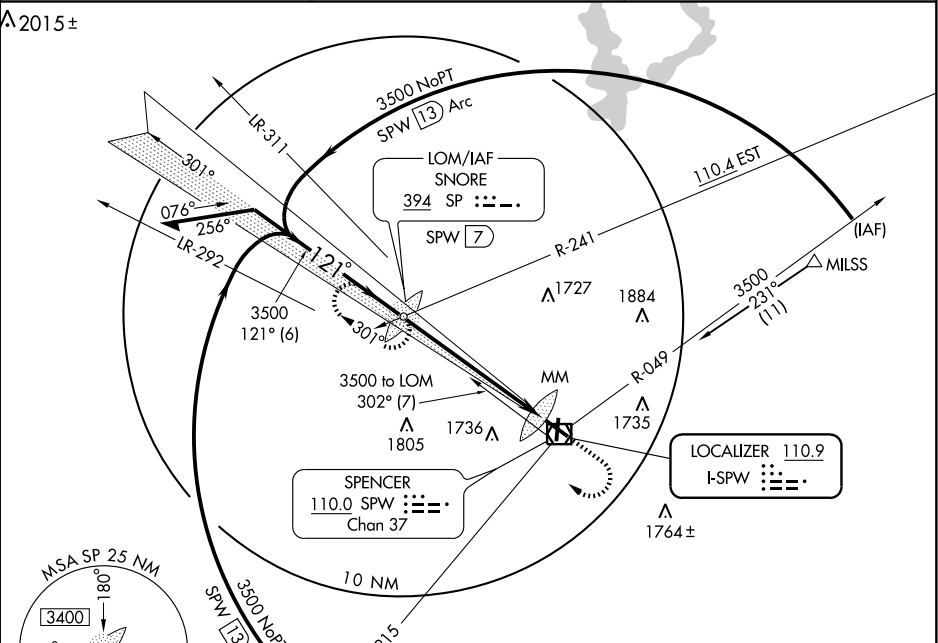


ILS RWY 12
SPENCER MUNI (SPW)

LOC I-SPW	APP CRS	Rwy Idg	6000
110.9	121°	TDZE	1339
		Apt Elev	1339

NA	MALSR A5	MISSED APPROACH: Climb to 3500 then right turn direct SPW VOR/DME, then via SPW R-302 to SNORE LOM/INT/SPW 7 DME and hold.
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ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-ILS 12	1539-½ 200 (200-½)			
S-LOC 12	1820-½ 481 (500-½)	1820-¾ 481 (500-¾)	1820-1 481 (500-1)	
CIRCLING	1820-1 481 (500-1)	1820-1½ 481 (500-1½)	2040-2¼ 701 (800-2¼)	

REIL Rwy 18, 30 and 36 0

MRL Rwy 12-30 and 18-36 0

FAF to MAP 6.3 NM

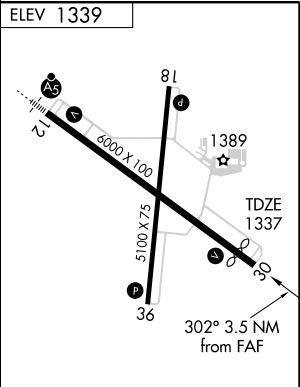
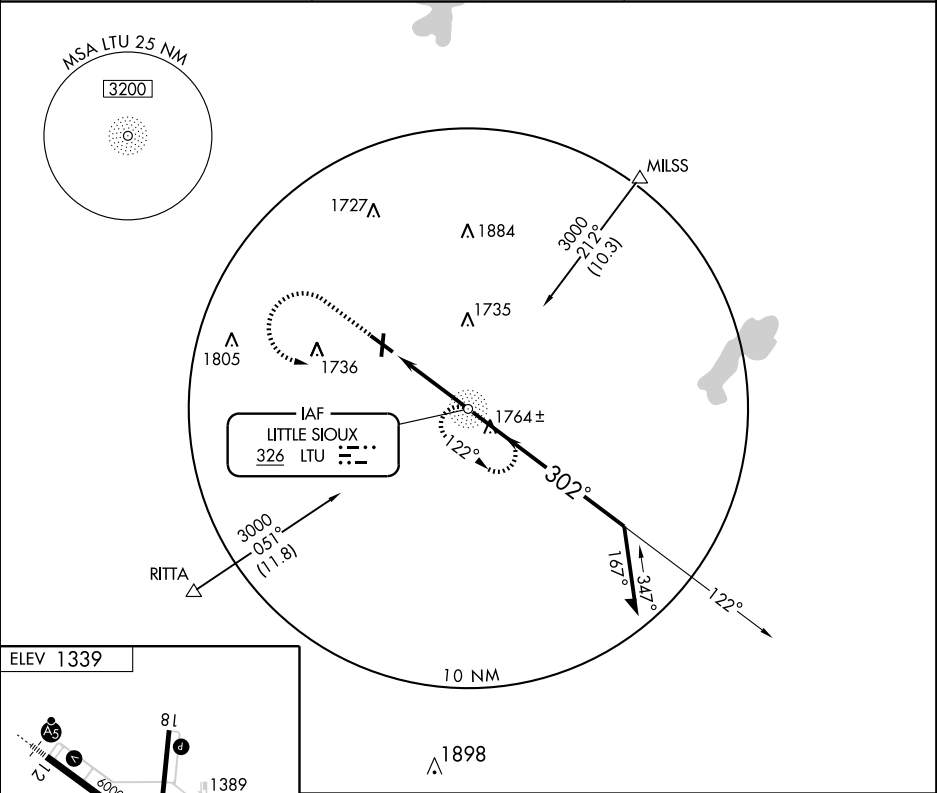
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

NDB RWY 30
SPENCER MUNI (SPW)

NDB LTU	APP CRS	Rwy Idg	5500
326	302°	TDZE	1337
		Apt Elev	1339

NA	MISSED APPROACH: Climb to 3000 then left turn direct LTU NDB and hold.
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ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 123.0 (CTAF)
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REIL Rwy 18, 30 and 36 MRL Rwy 12-30 and 18-36					
FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10
CATEGORY	A	B	C	D	
S-30	1840-1	503 (600-1)	1840-1½	503 (600-1½)	
CIRCLING	1840-1	501 (600-1)	1840-1½	2040-2¼	501 (600-1½) 701 (800-2¼)

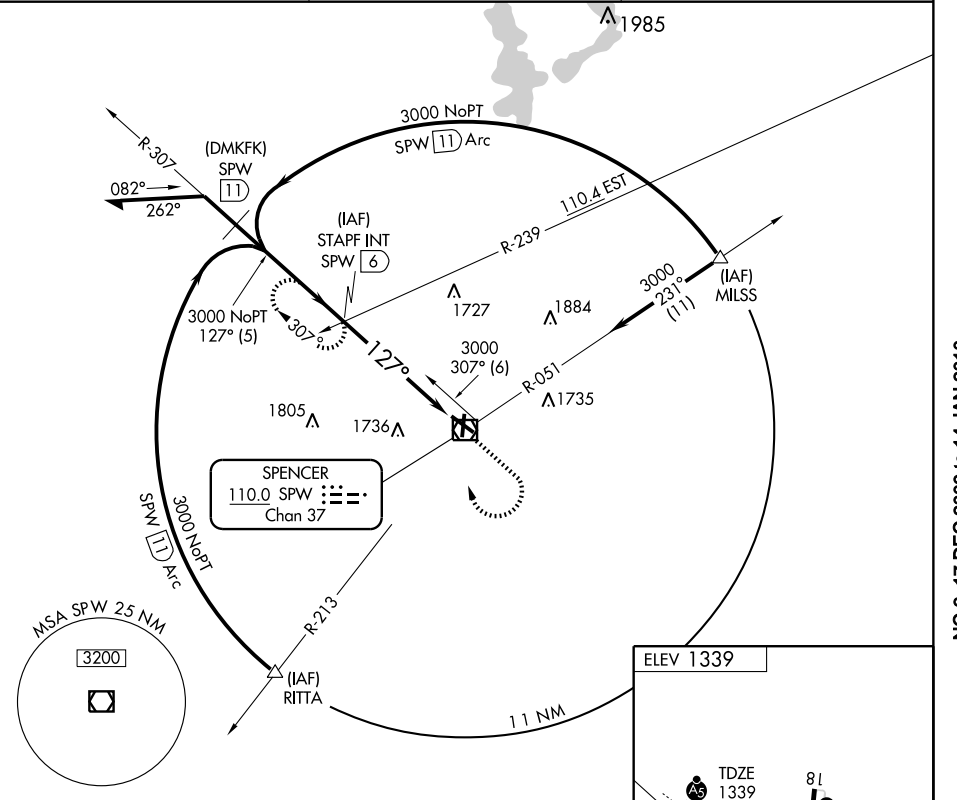
⚠

MALSR

MISSED APPROACH:

Climb to 3000, then right turn direct SPW VOR/DME, then via SPW R-307 to STAPF INT/SPW 6 DME and hold.

ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 123.0 (CTAF) 0
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Remain within 10 NM

3000

307°

127°

3000

STAPF INT SPW 6

3000

SPW 110.0

SPW R-307

STAPF INT

VGSI and descent angles not coincident.

2.89°

TCH 40

5.3 NM

0.7

VOR/DME

CATEGORY	A	B	C	D
S-12	1800-1/2 461 (500-1/2)		1800-3/4 461 (500-3/4)	1800-1 461 (500-1)
CIRCLING	1800-1 461 (500-1)		1800-1 1/2 461 (500-1 1/2)	2040-2 1/4 701 (800-2 1/4)

ELEV 1339

TDZE 1339

6000 X 100

5100 X 75

81

1389

36

30

127° to VOR/DME

REIL Rwy 18, 30 and 36

MIRL Rwy 12-30 and 18-36

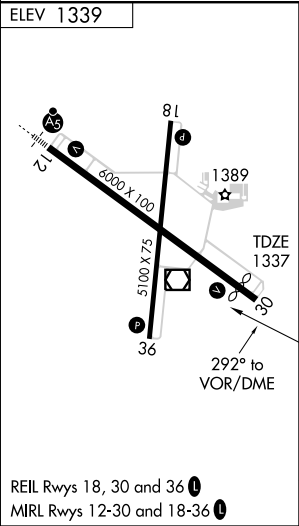
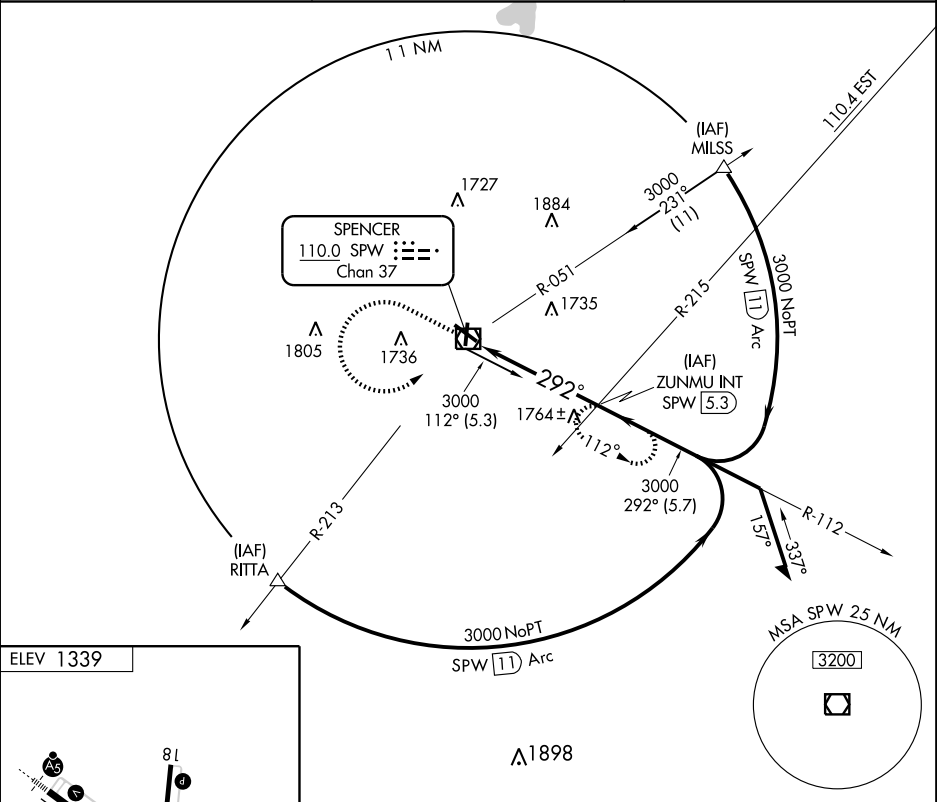
NC-3. 17 DEC 2009 to 14 JAN 2010

VOR RWY 30
SPENCER MUNI (SPW)

VOR/DME SPW 110.0 Chan 37	APP CRS 292°	Rwy Idg TDZE Apt Elev	5500 1337 1339
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A	MISSED APPROACH: Climb to 3000, then left turn direct SPW VOR/DME, then via SPW R-112 to ZUNMU INT/ SPW 5.3 DME and hold.
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ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 123.0 (CTAF) 0
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3000	SPW 110.0	SPW R-112	ZUNMU INT	ZUNMU INT SPW 5.3	Remain within 10 NM
VGSi and descent angles not coincident.					
CATEGORY	A	B	C	D	
S-30	1780-1	443 (500-1)	1780-1¼ 443 (500-1¼)	1780-1½ 443 (500-1½)	
CIRCLING	1780-1 441 (500-1)	1800-1 461 (500-1)	1800-1½ 461 (500-1½)	2040-2¼ 701 (800-2¼)	

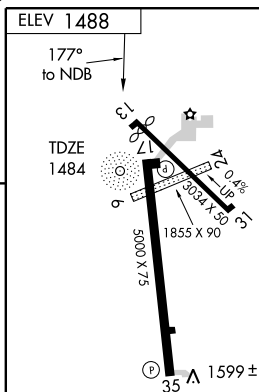
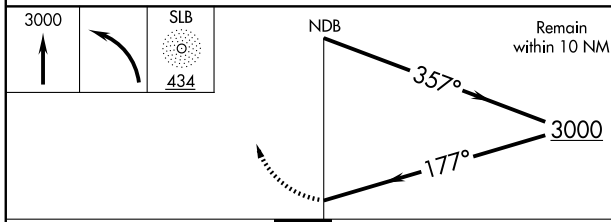
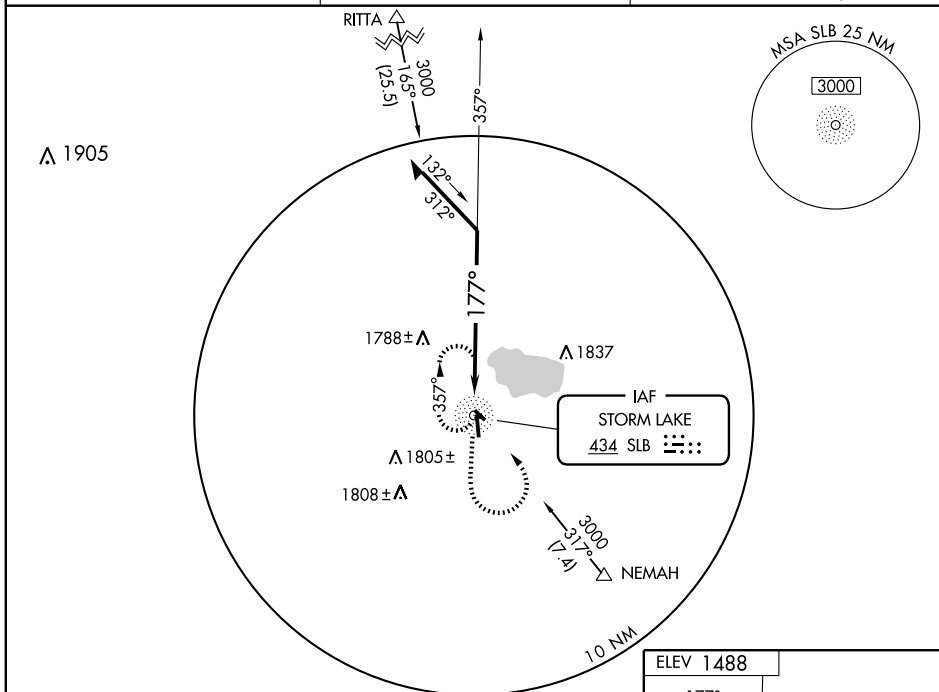
NDB SLB <u>434</u>	APP CRS 177°	Rwy Idg TDZE Apt Elev	5000 1484 1488
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NDB RWY 17
STORM LAKE MUNI (SLB)

A Straight-in minimums NA at night.
Circling to Rwy 17, 6, 31, 24, and 13 NA at night.
If local altimeter setting not received, use Spencer Muni altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3000 then left turn direct SLB NDB and hold.

AWOS-3 118.525	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
S-17	2200-1	716 (800-1)	NA	
CIRCLING	2200-1	712 (800-1)	NA	

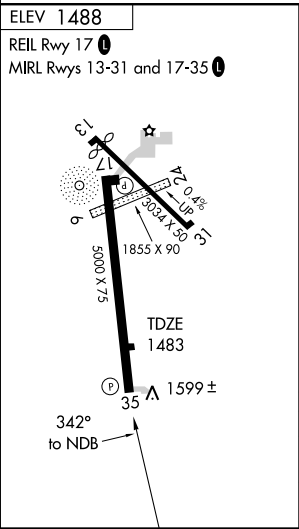
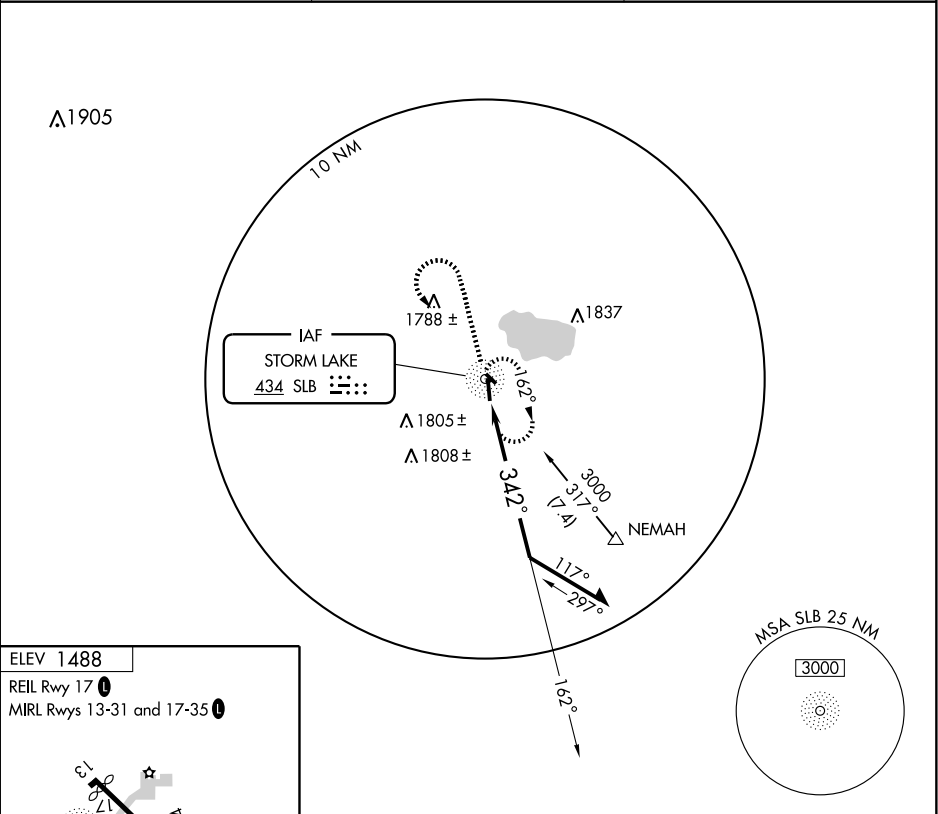
REIL Rwy 17 **L**
MIRL Rwy 13-31 and 17-35 **L**





NDB SLB 434	APP CRS 342°	Rwy Idg TDZE Apt Elev	5000 1483 1488
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NDB RWY 35
STORM LAKE MUNI (SLB)

		MISSED APPROACH: Climb to 3000 then left turn direct SLB NDB and hold.
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AWOS-3 118.525	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.7 (CTAF) 0
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<div><div><div>3000</div><div></div></div><div><div></div></div><div><div>SLB</div><div></div><div>434</div></div></div> <div><div>NDB</div><div></div><div><div>162°</div><div>342°</div></div><div><div>Remain within 10 NM</div><div>3000</div></div></div>				
CATEGORY	A	B	C	D
S-35	1960-1	477 (500-1)	NA	NA
CIRCLING	1960-1	472 (500-1)	NA	NA

APP CRS	Rwy Idg	5000
171°	TDZE	1484
	Apt Elev	1488

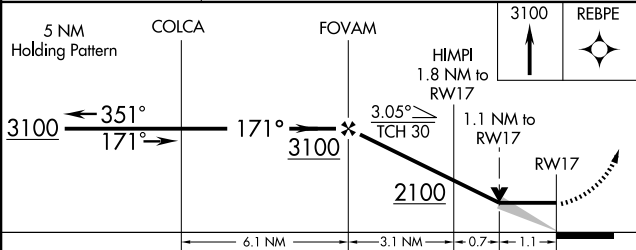
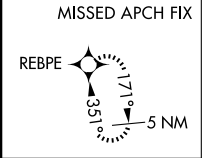
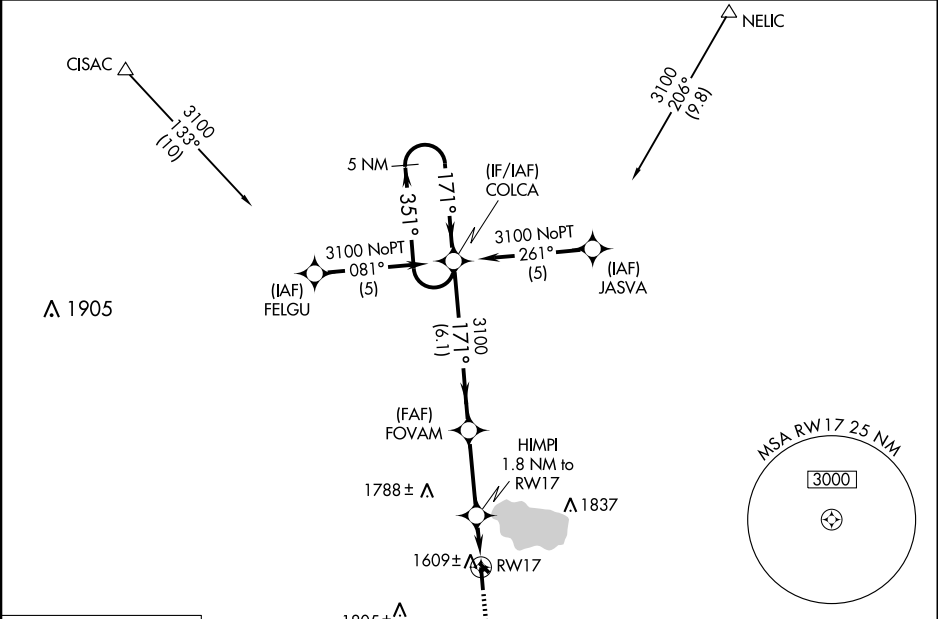
RNAV (GPS) RWY 17

STORM LAKE MUNI (SLB)

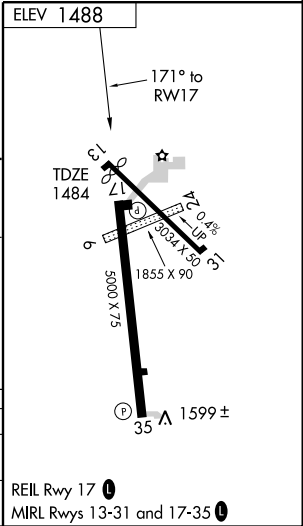
A DME/DME RNP- 0.3 NA. If local altimeter setting not received; use Spencer Muni altimeter setting and increase all MDAs 100 feet. VDP NA when using Spencer Muni altimeter setting. Straight-in minimums NA at night. Circling to Rwys 17, 6, 31, 24 and 13 NA at night.

MISSED APPROACH: Climb to 3100 direct REBPE and hold.

AWOS-3 118.525	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1860-1	376 (400-1)	NA	
CIRCLING	1920-1 432 (500-1)	1940-1 452 (500-1)	NA	



REIL Rwy 17 **0**
MRL Rwys 13-31 and 17-35 **0**

WAAS CH 86600 W35A	APP CRS 351°	Rwy Idg TDZE Apt Elev	5000 1484 1488
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RNAV (GPS) RWY 35

STORM LAKE MUNI (SLB)

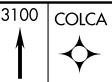
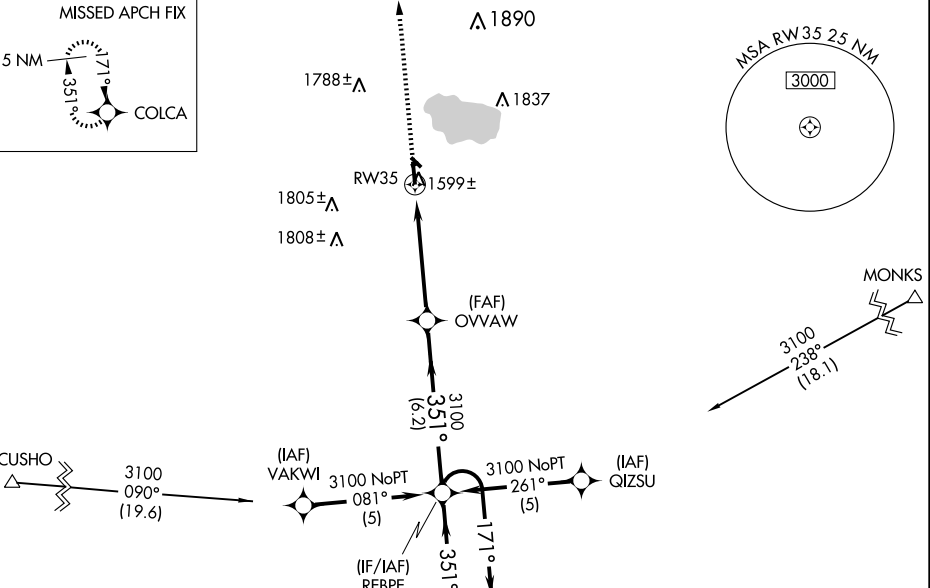
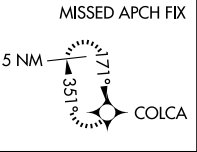
⚠ DME/DME RNP- 0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (3°F) or above 152°C (305°F).
If local altimeter setting not received, use Spencer Muni altimeter setting and increase all DAs/ MDAs 100 feet.
VDP and Baro-VNAV NA when using Spencer Muni altimeter setting.

MISSED APPROACH: Climb to 3100 direct COLCA and hold.

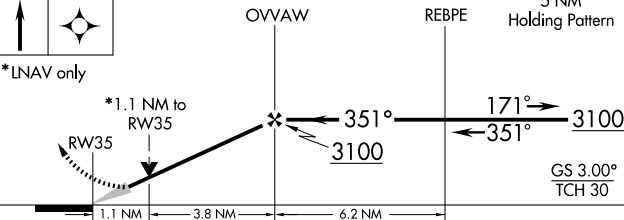
AWOS-3
118.525

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.7 (CTAF) ①



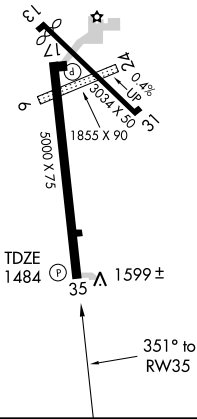
*LNAV only



CATEGORY	A	B	C	D
LPV DA	1734-1	250 (300-1)		NA
LNAV/VNAV DA	1869-1½	385 (400-1½)		NA
LNAV MDA	1860-1	376 (400-1)		NA
CIRCLING	1920-1½ 432 (500-1½)	1940-1½ 452 (500-1½)		NA

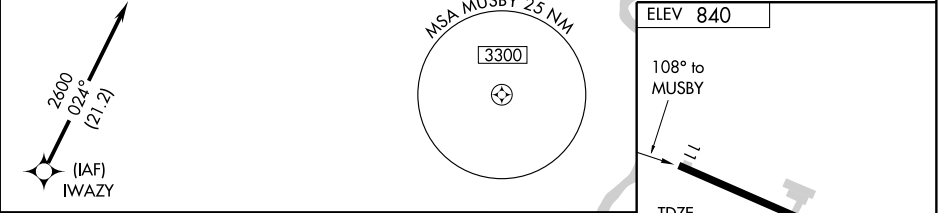
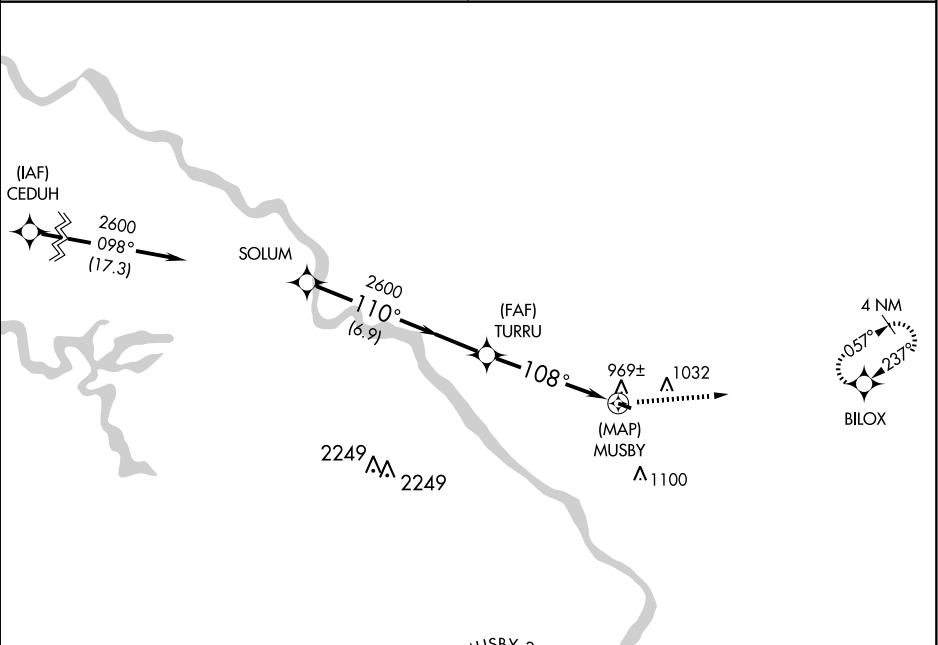
ELEV 1488

REIL Rwy 17 ①
MRL Rwy 13-31 and 17-35 ①



APP CRS	Rwy Idg	3000
108°	TDZE	840
	Apt Elev	840

▼ Use Cedar Rapids altimeter setting.	MISSED APPROACH: Climb to 3500 direct to BILOX WP and hold.
▲ NA	
CEDAR RAPIDS APP CON ★ 119.7 266.8	CTAF 122.9



	SOLUM	TURRU		3500	BILOX
	2600	2600		↑	✧
Procedure Turn NA	110°	108°			
	6.9 NM	5 NM			
CATEGORY	A	B	C	D	
S-11	1300-1	460 (500-1)	NA		
CIRCLING	1440-1 600 (600-1)	1460-1 620 (700-1)	NA		

MIRL Rwy 11-29

GPS RWY 9

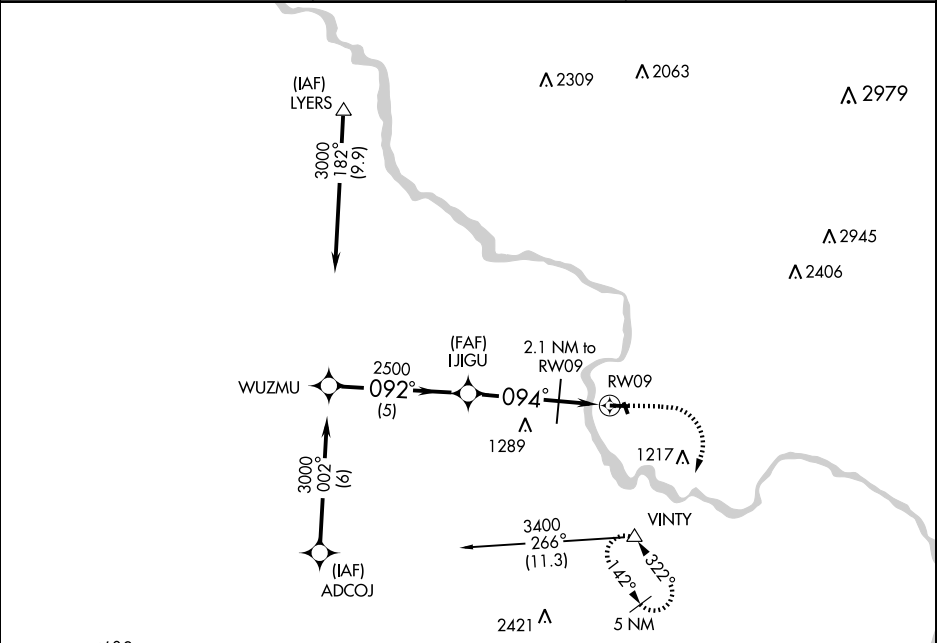
VINTON VETERANS MEMORIAL AIRPARK (VTI)

APP CRS	Rwy Idg	4000
094°	TDZE	838
	Apt Elev	845

Use Cedar Rapids altimeter setting.

MISSED APPROACH: Climb to 3000, then climbing right turn to 3400 direct VINTY WP and hold.

AWOS-3 120.075	CEDAR RAPIDS APP CON ★ 134.05 266.8	UNICOM 122.8 (CTAF) 0
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WUZMU		IJIGU		RW09	
3000		2500		1500	
Procedure Turn NA		2.1 NM to RW09		RW09	
5 NM		3 NM		2.1 NM	
CATEGORY	A	B	C	D	
S-9	1300-1	462 (500-1)	NA		
CIRCLING	1380-1	535 (600-1)	NA		

3000 3400 VINTY

094° to RW09

4000 x 60

0.4 % UP

TDZE 838

REIL Rwy 9 and 27 0

MIRL Rwy 9-27 0

APP CRS
271°

Rwy Idg	4000
TDZE	838
Apt Elev	845

GPS RWY 27

VINTON VETERANS MEMORIAL AIRPARK (VTI)



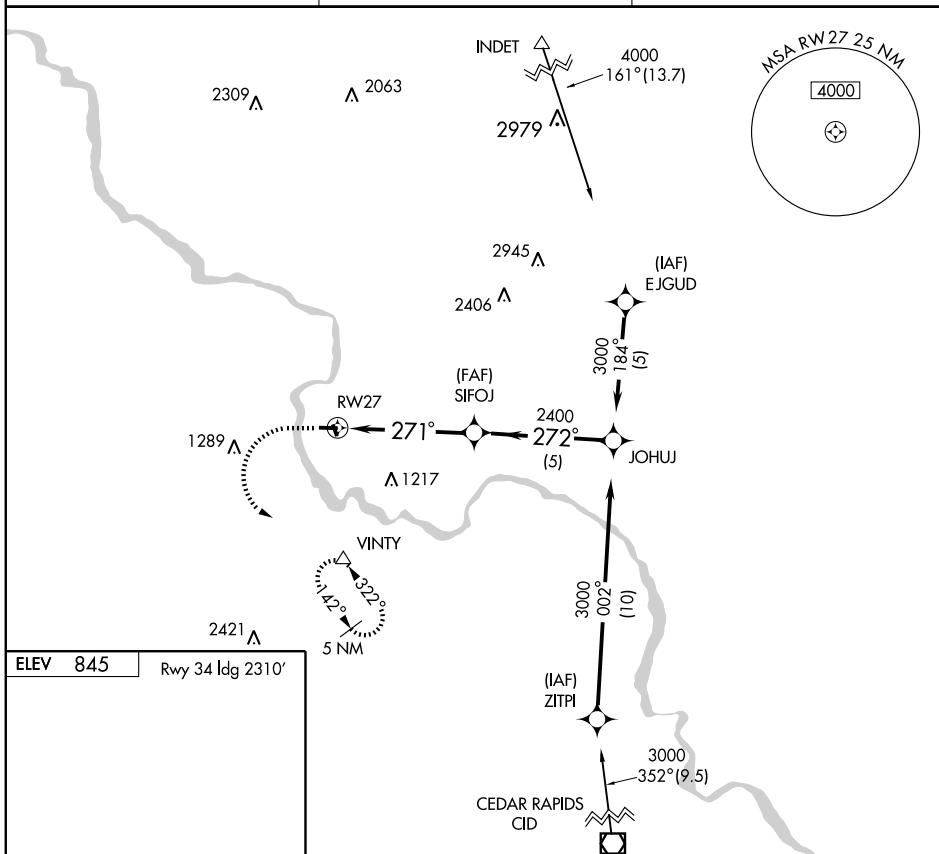
Use Cedar Rapids altimeter setting.

MISSED APPROACH: Climb to 3000, then climbing left turn to 3400 direct VINTY WP and hold.

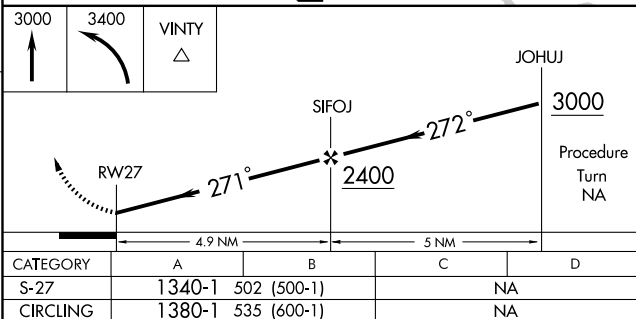
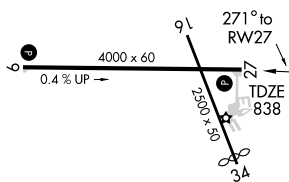
AWOS-3
120,075

CEDAR RAPIDS APP CON ★
134.05 266.8

UN|COM
122.8 (CTAF) **L**



NC-3, 17 DEC 2009 to 14 JAN 2010

REIL Rwy 9 and 27 **L**MIRL Rwy 9-27 **L**

APP CRS	Rwy Idg	4000
181°	TDZE	752
	Apt Elev	754

GPS RWY 18

WASHINGTON MUNI (AWG)



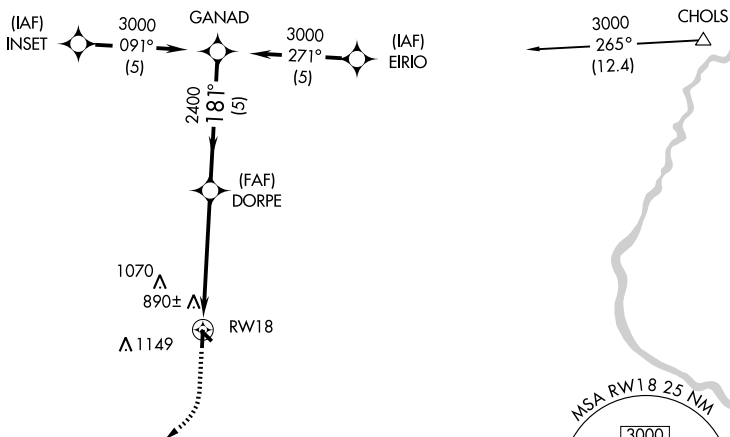
A NA

MISSED APPROACH: Climb to 2500, then climbing right turn to 3000 direct ACKLY WP and hold.

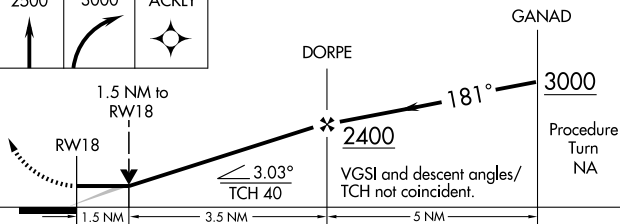
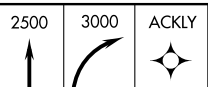
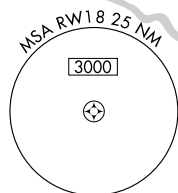
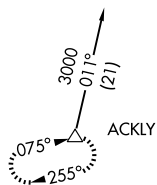
AWOS-3
127.825

CHICAGO CENTER
135.6 370.95

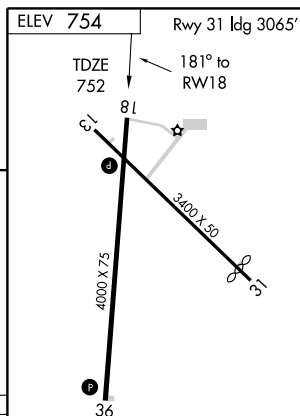
GCO
121.725

UNICOM
122.7 (CTAF) **L**

1950
A



CATEGORY	A	B	C	D
S-18	1260-1	508 (600-1)	1260-1½ 508 (600-1½)	NA
CIRCLING	1280-1 526 (600-1)	1320-1 566 (600-1)	1320-1½ 566 (600-1½)	NA



REIL Rwy 18 and 36 **L**
MIRL Rwy 13-31 and 18-36 **L**

GPS RWY 36

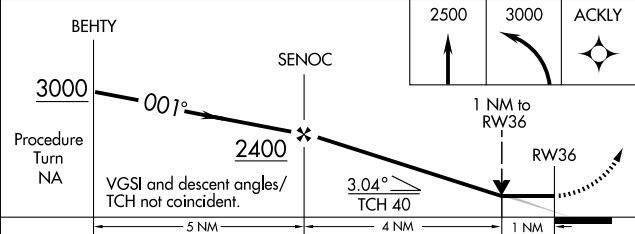
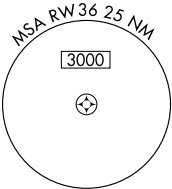
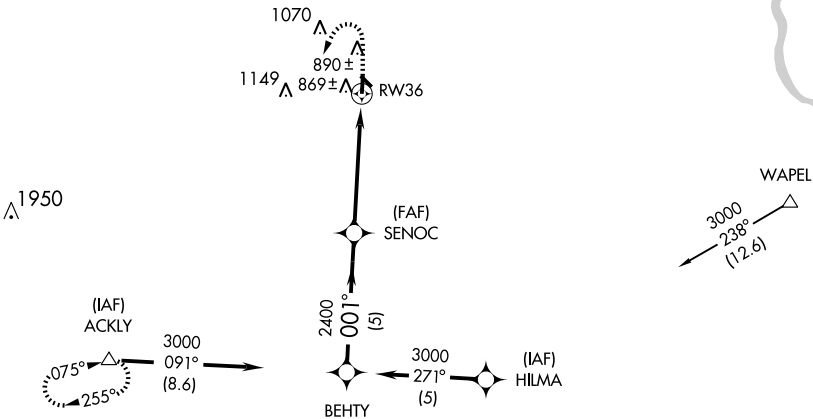
WASHINGTON MUNI (AWG)

APP CRS	Rwy Idg	4000
001°	TDZE	752
	Apt Elev	754

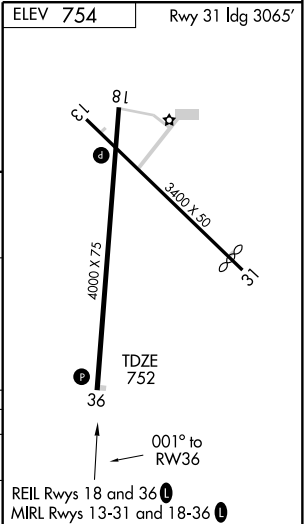

NA

MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct ACKLY WP and hold.

AWOS-3 127.825	CHICAGO CENTER 135.6 370.95	GCO 121.725	UNICOM 122.7 (CTAF)
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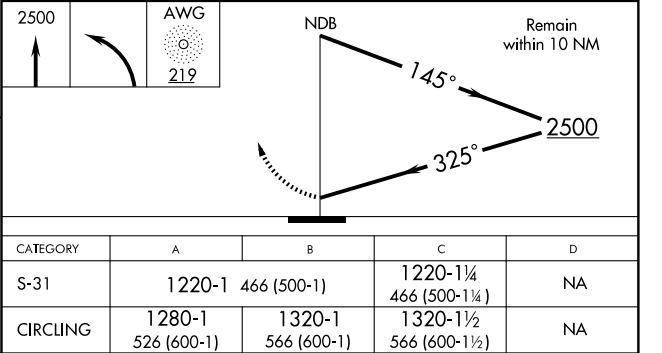
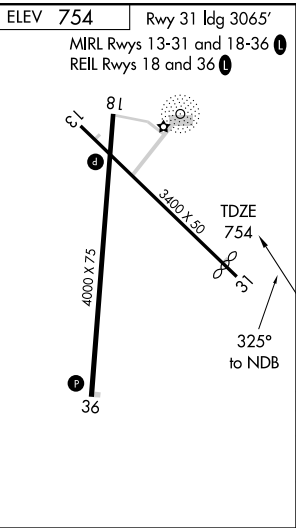
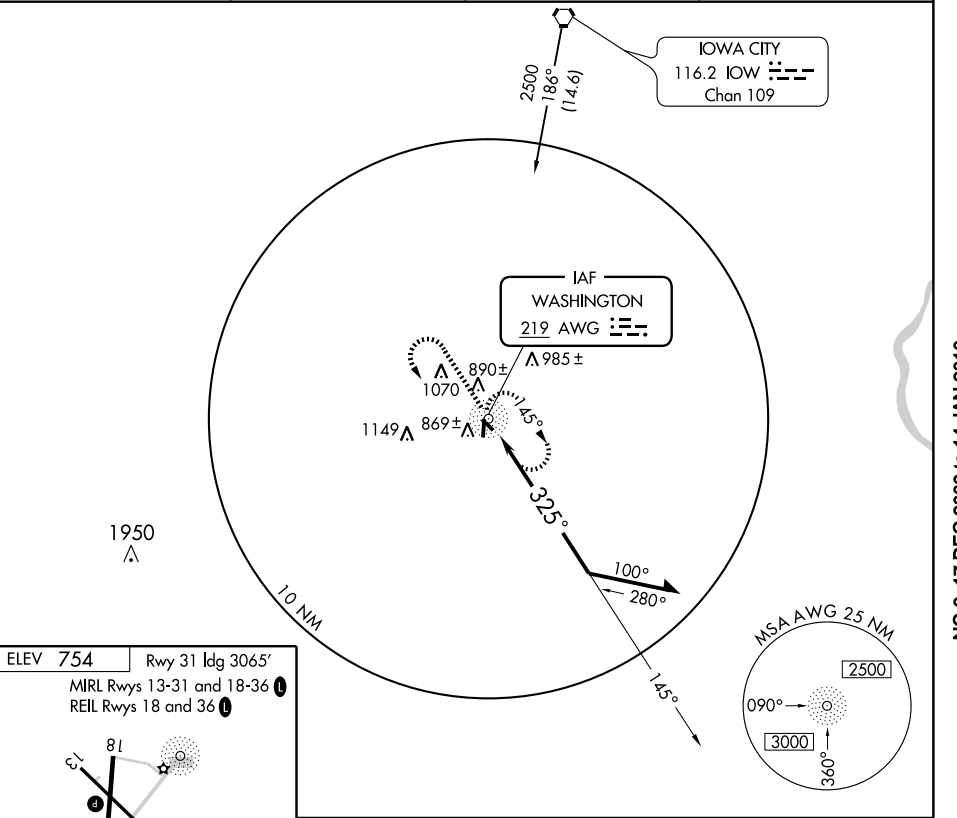


CATEGORY	A	B	C	D
S-36	1120-1	368 (400-1)		NA
CIRCLING	1280-1 526 (600-1)	1320-1 566 (600-1)	1320-1½ 566 (600-1½)	NA



NDB AWG	APP CRS	Rwy Idg	3065
219	325°	TDZE	754
		Apt Elev	754

<div><div></div><div>NA</div></div>		MISSED APPROACH: Climb to 2500 then left turn direct AWG NDB and hold.	
AWOS-3 127.825	CHICAGO CENTER 135.6 370.95	GCO 121.725	UNICOM 122.7 (CTAF)

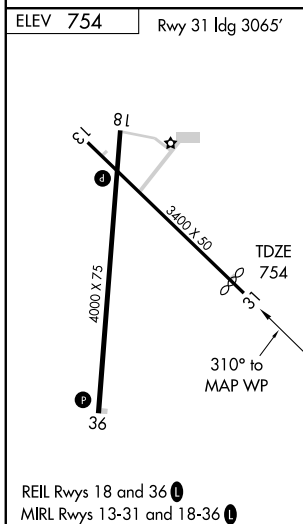
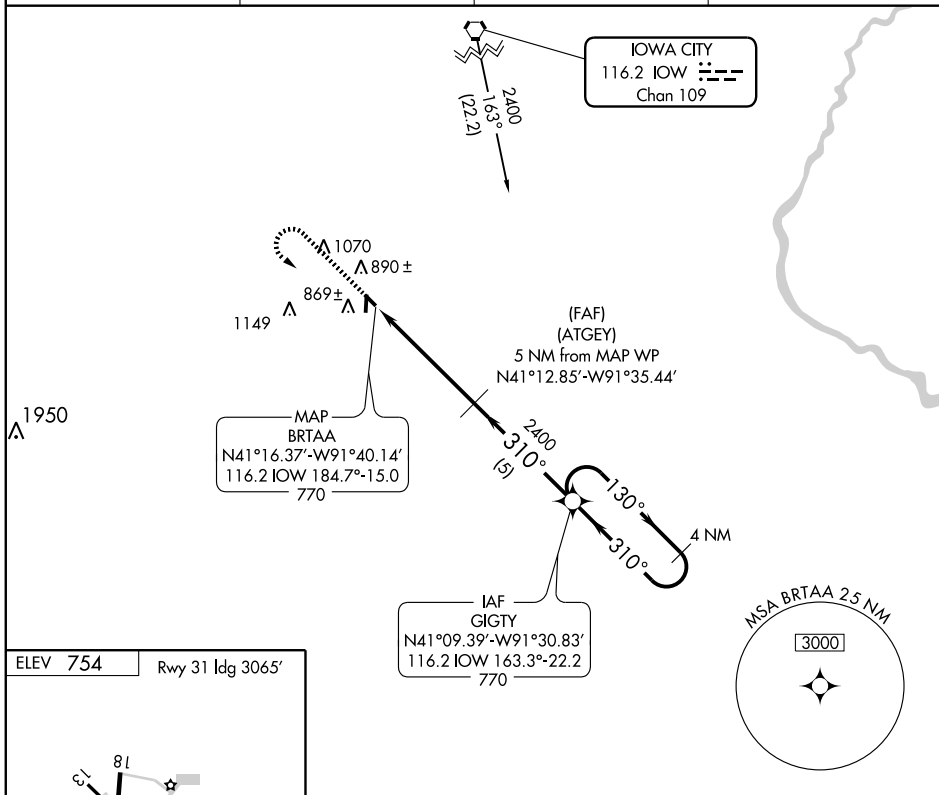





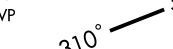
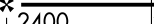
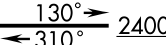
VORTAC IOW 116.2 Chan 109	APP CRS 310°	Rwy Idg 3065 TDZE 754 Apt Elev 754
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VOR/DME RNAV or GPS RWY 31

WASHINGTON MUNI (AWG)

NA		MISSED APPROACH: Climb to 2400 then left turn direct GIGTY WP and hold.	
AWOS-3 127.825	CHICAGO CENTER 135.6 370.95	GCO 121.725	UNICOM 122.7 (CTAF)



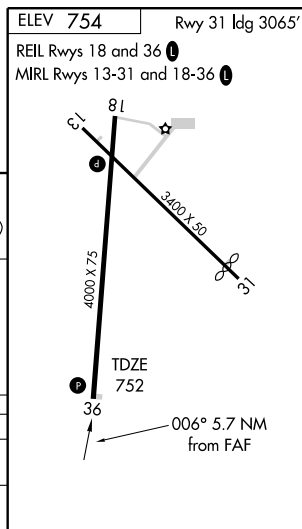
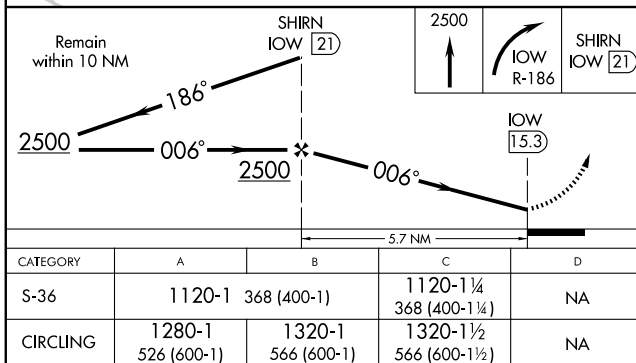
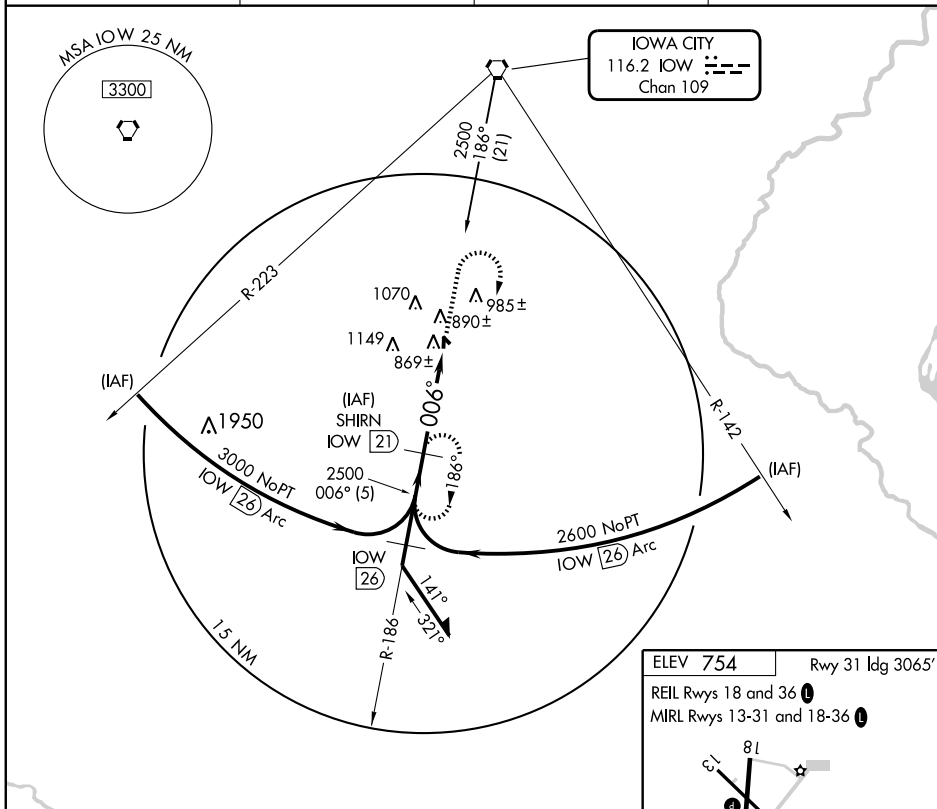
2400		GIGTY		(ATGEY) 5 NM from MAP WP		GIGTY WP		4 NM Holding Pattern	
									
		BRTAA MAP WP							
		1		4 NM		5 NM		2400	
CATEGORY	A		B		C		D		
S-31	1120-1		366 (400-1)				NA		
CIRCLING	1280-1 526 (600-1)		1320-1 566 (600-1)		1320-1½ 566 (600-1½)		NA		

VORTAC IOW	APP CRS	Rwy Idg	4000
116.2	006°	TDZE	752
Chan 109		Apt Elev	754

VOR/DME RWY 36

WASHINGTON MUNI (AWG)

NA		MISSED APPROACH: Climb to 2500 then right turn via IOW R-186 to SHIRN 21 DME and hold.	
AWOS-3 127.825	CHICAGO CENTER 135.6 370.95	GCO 121.725	UNICOM 122.7 (CTAF)



AIRPORT DIAGRAM

AL-945 (FAA)

WATERLOO RGNL (ALO)
WATERLOO, IOWA

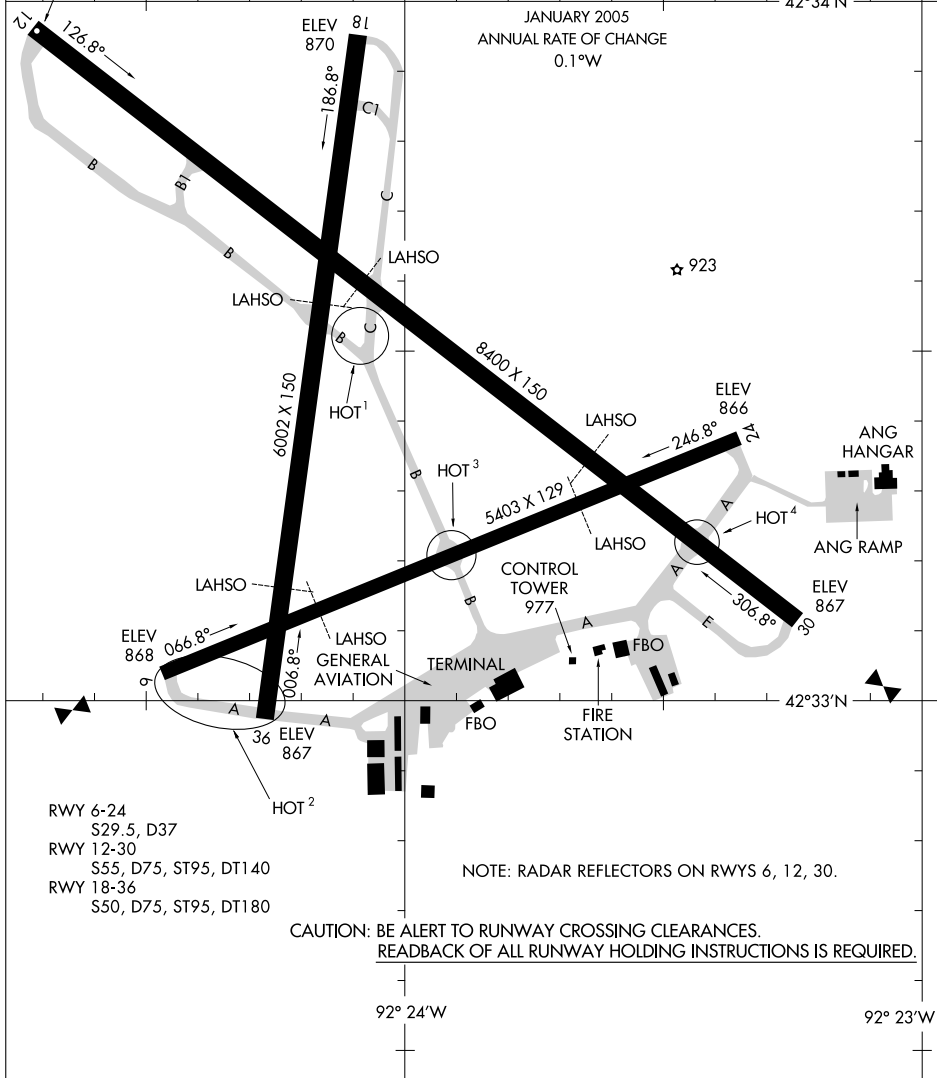
ATIS
120.65
WATERLOO TOWER★
125.075 257.8
GND CON
121.9 269.1

FIELD
ELEV
873



JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W

42°34'N



RWY 6-24
S29.5, D37
RWY 12-30
S55, D75, ST95, DT140
RWY 18-36
S50, D75, ST95, DT180

NOTE: RADAR REFLECTORS ON RWYS 6, 12, 30.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

92° 24'W

92° 23'W

NC-3, 17 DEC 2009 to 14 JAN 2010

ILS or LOC RWY 12

WATERLOO RGNL (A.L.O.)

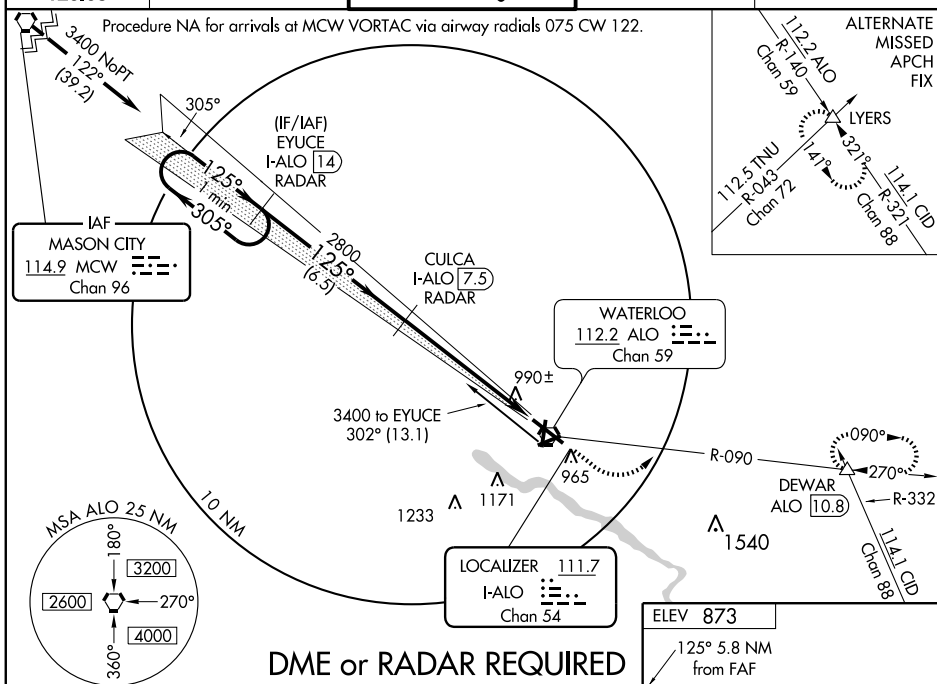
LOC/DME I-ALO 111.7 Chan 54	APP CRS 125°	Rwy Idg TDZE Apt Elev	8400 873 873
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T For inoperative MALS R when using Oelwin Muni altimeter setting, increase S-ILS all Cats visibility to RVR 5000. DME or RADAR required
A ** RVR 1800 authorized with the use of FD or AP or HUD to DA.
 When local altimeter setting not received, use Oelwin Muni altimeter setting and increase all DA 76 feet and all MDA 80 feet. Increase S-LOC Cat C visibility to RVR 5000 and circling Cat C/D visibility ¼ mile. VDP NA when using Oelwin Muni altimeter setting.

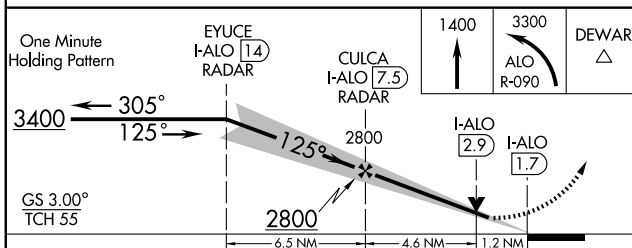


MISSED APPROACH: Climb to 1400, then climbing left turn to 3300 via ALO VORTAC R-090 to DEWAR Int and hold.

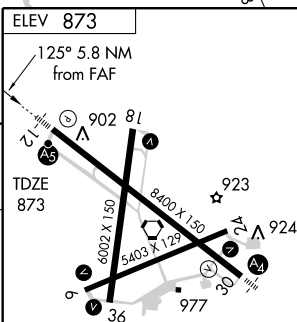
ATIS 120.65	WATERLOO APP CON ★ 118.9 251.15	WATERLOO TOWER ★ 125.075 (CTAF) 0 257.8	GND CON 121.9 269.1	UNICOM 122.95
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DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 12	**1073/24 200 (200-½)			
S-LOC 12	1300/24 427 (500-½)	1300/40 427 (500-¾)	1300/50 427 (500-1)	
CIRCLING	1420-1 547 (600-1)	1420-1½ 547 (600-1½)	1480-2 607 (700-2)	



MIRL Rwy 6-24	
MIRL Rwy 18-36	
HIRL Rwy 12-30	
REIL Rwy 6, 18, 24, and 36	
FAF to MAP 5.8 NM	
Knots	60 90 120 150 180
Min:Sec	5:48 3:52 2:54 2:19 1:56

LOC/DME I-ALO 111.7 Chan 54	APP CRS 305°	Rwy Idg TDZE Apt Elev	8400 867 873
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LOC BC RWY 30

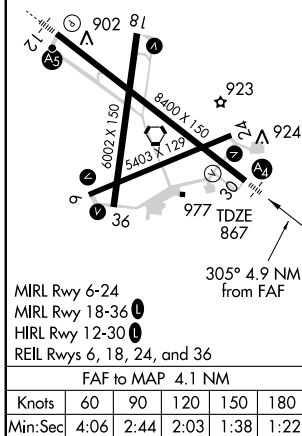
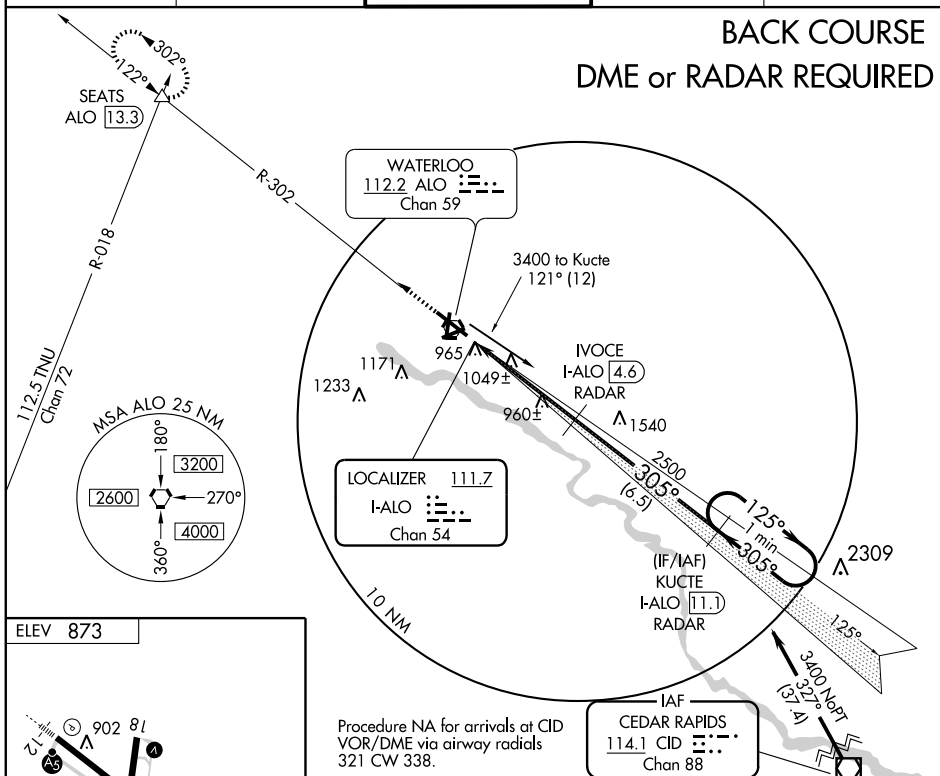
WATERLOO RGNL (ALO)

⚠ Inoperative table does not apply to S-30 Cat C. DME or RADAR required.
⚠ When local altimeter setting not received, use Oelwin Muni altimeter setting and increase all MDA 80 feet. Increase all Cat C/D visibilities ¼ mile. When control tower closed, radar not available.



MISSED APPROACH: Climb to 3500 via ALO VORTAC R-302 to SEATS Int and hold.

ATIS 120.65	WATERLOO APP CON* 118.9 251.15	WATERLOO TOWER* 125.075 (CTAF) 0 257.8	GND CON 121.9 269.1	UNICOM 122.95
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	SEATS ALO R-302 I-ALO DME ANTENNA I-ALO 0.5	IVOCE I-ALO 4.6 RADAR	KUCTE I-ALO 11.1 RADAR	One Minute Holding Pattern
	3500	2500	3400	
	0.8	4.1 NM	6.5 NM	
CATEGORY	A	B	C	D
S-30	1300-¾ 433 (500-¾)		1300-1¼ 433 (500-1¼)	1300-1½ 433 (500-1½)
CIRCLING	1420-1 547 (600-1)		1420-1½ 547 (600-1½)	1480-2 607 (700-2)

APP CRS	Rwy Idg	5403
065°	TDZE	868
	Apt Elev	873

RNAV (GPS) RWY 6
WATERLOO RGNL (ALO)

T	When control tower closed, straight-in minimums not authorized at night.
A NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

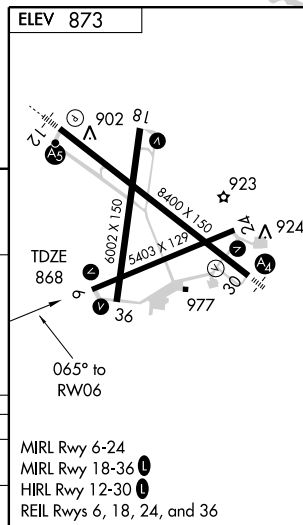
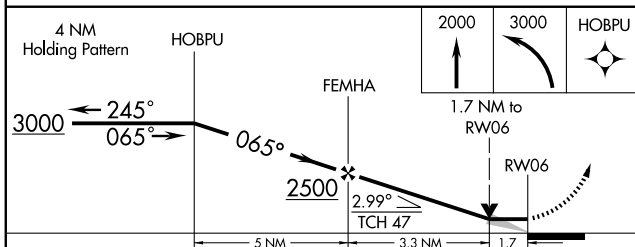
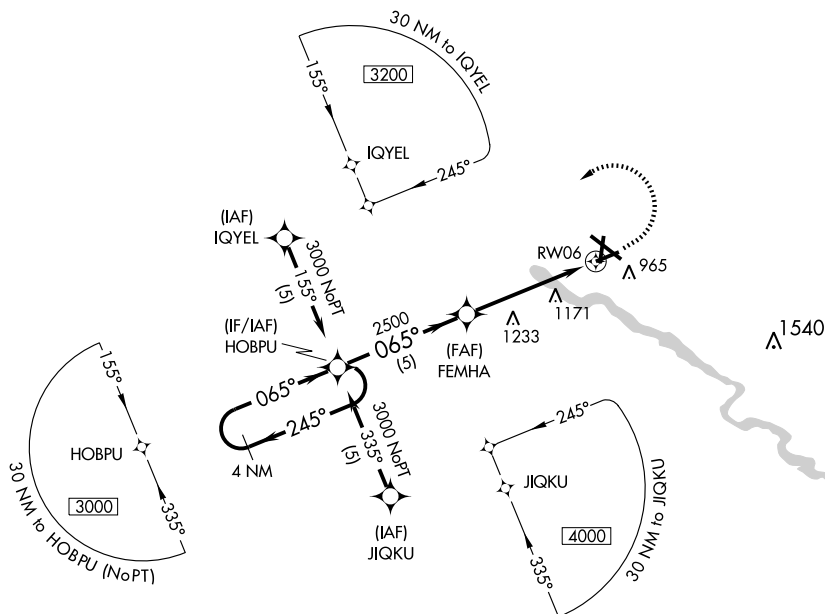
MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct HOBPU WP and hold.

ATIS
120.65

WATERLOO APP CON ★
118.9 251.15

WATERLOO TOWER ★
125.075 (CTAF) **L** 257.8

GND CON
121.9 269.1

UNICOM
122.95

RNAV (GPS) RWY 12 WATERLOO RGNL (ALO)

WAAS CH 72801 W12A	APP CRS 125°	Rwy Idg TDZE Apt Elev	8400 873 873
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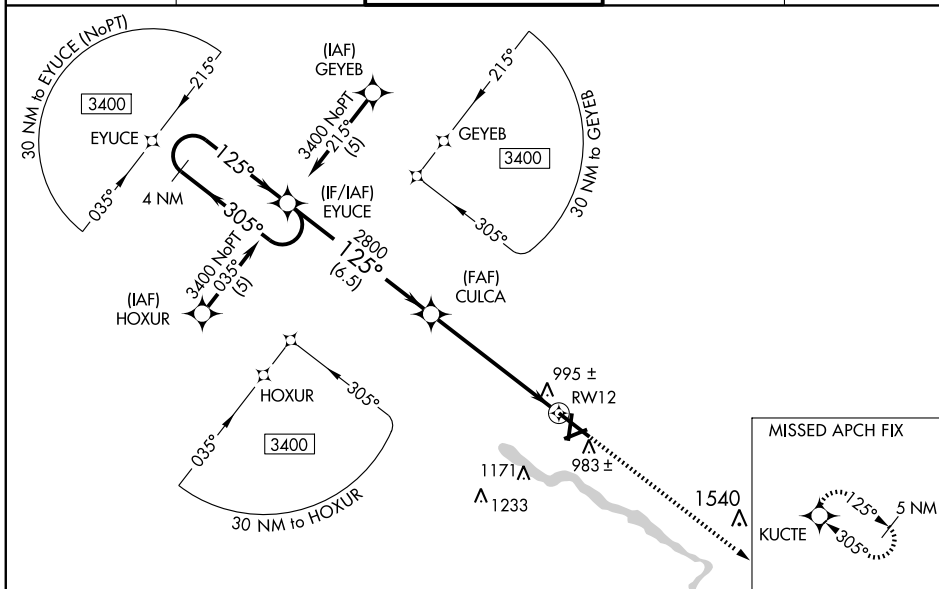
▼ For inoperative MALS, increase LPV all Cats visibility to RVR 4000 and LNAV Cat D visibility to RVR 6000. DME/DME-0.3 RNP NA.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). If local altimeter setting not received, use Independence altimeter setting and increase all DAs /MDAs 80'.
 Baro-VNAV and VDP NA when using Independence altimeter setting.

MALSR



MISSED APPROACH: Climb to 3400 direct KUCTE and hold.

ATIS 120.65	WATERLOO APP CON* 118.9 251.15	WATERLOO TOWER* 125.075 (CTAF) 0 257.8	GND CON 121.9 269.1	UNICOM 122.95
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<div> <div>4 NM Holding Pattern</div> <div> <div>3400 ← 305°</div> <div>→ 125°</div> </div> <div> <div>GS 3.00°</div> <div>TCH 55</div> </div> <div> <div>EYUCE</div> <div>CULCA</div> <div> <div>*1 NM to RW12</div> <div>*LNAV only</div> </div> </div> </div>				<div>3400</div> <div>KUCTE</div>
<div> <div>6.5 NM</div> <div>4.8 NM</div> <div>1 NM</div> </div>				
CATEGORY	A	B	C	D
LPV DA	1123/24 250 (300-½)			
LNAV/DA VNAV	1273/40 400 (400-¾)			
LNAV MDA	1260/24 387 (400-½)			1260/50 387 (400-1)
CIRCLING	1380-1¼ 507 (600-1¼)		1380-1½ 507 (600-1½)	1480-2 607 (700-2)

ELEV 873

125° to RW12

902 81

923

924

977

36

30

5403 X 125

8400 X 150

6400 X 150

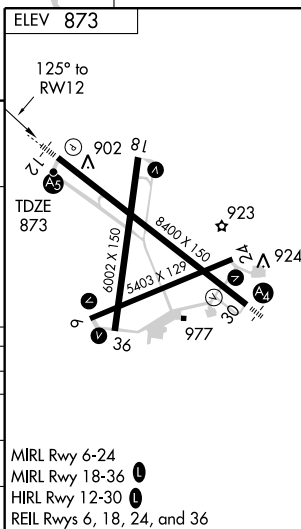
TDZE 873

MIRL Rwy 6-24

MIRL Rwy 18-36

HIRL Rwy 12-30

REIL Rwy 6, 18, 24, and 36



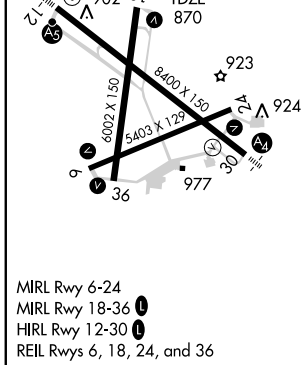
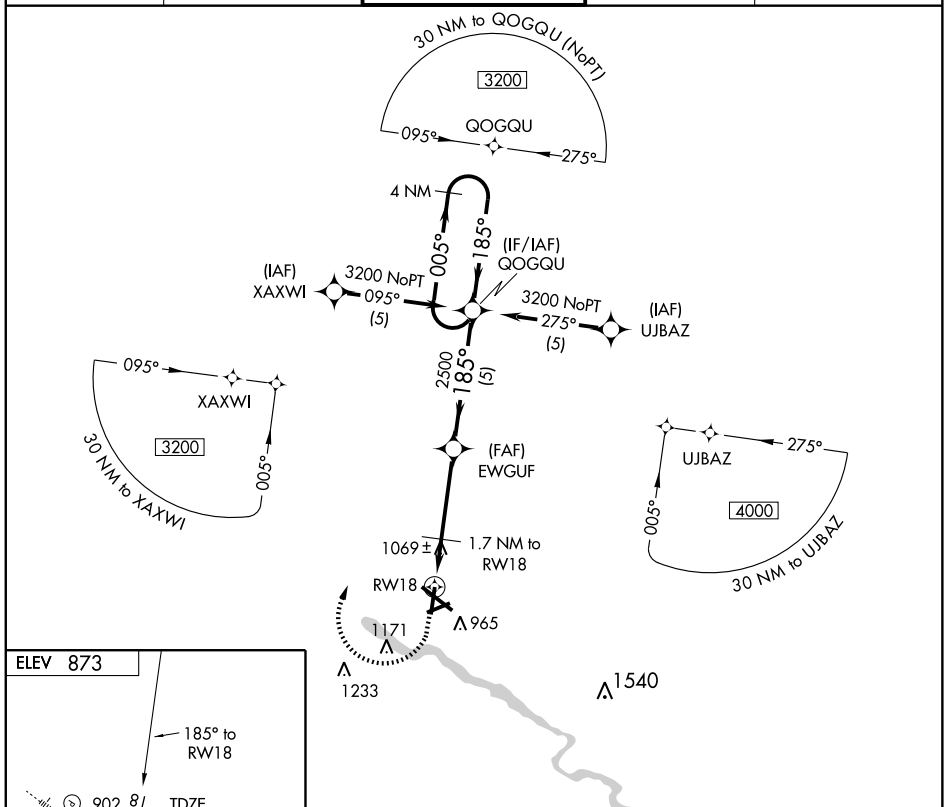
APP CRS 185°	Rwy Idg TDZE Apt Elev	6002 870 873
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RNAV (GPS) RWY 18

WATERLOO RGNL (ALO)

NA MISSED APPROACH: Climb to 2000, then climbing right turn to 3200 direct QOGQU WP and hold.

ATIS 120.65	WATERLOO APP CON ★ 118.9 251.15	WATERLOO TOWER ★ 125.075 (CTAF) 0 257.8	GND CON 121.9 269.1	UNICOM 122.95
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2000	3200	QOGQU	EWGUF	QOGQU	4 NM Holding Pattern
1.7 NM to RWY 18	3.3 NM	5 NM	1.7 NM to RWY 18	1.7 NM to RWY 18	1.7 NM to RWY 18
1460	2500	3200	3200	3200	3200
1.7	3.3 NM	5 NM	1.7	3.3 NM	5 NM
CATEGORY	A	B	C	D	
LNAV MDA	1320-1	450 (500-1)	1320-1¼ 450 (500-1¼)	1320-1½ 450 (500-1½)	
CIRCLING	1380-1	507 (600-1)	1380-1½ 507 (600-1½)	1480-2 607 (700-2)	

RNAV (GPS) RWY 24

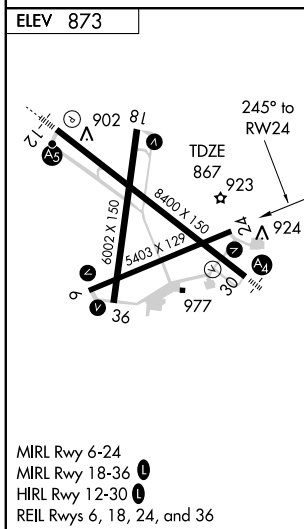
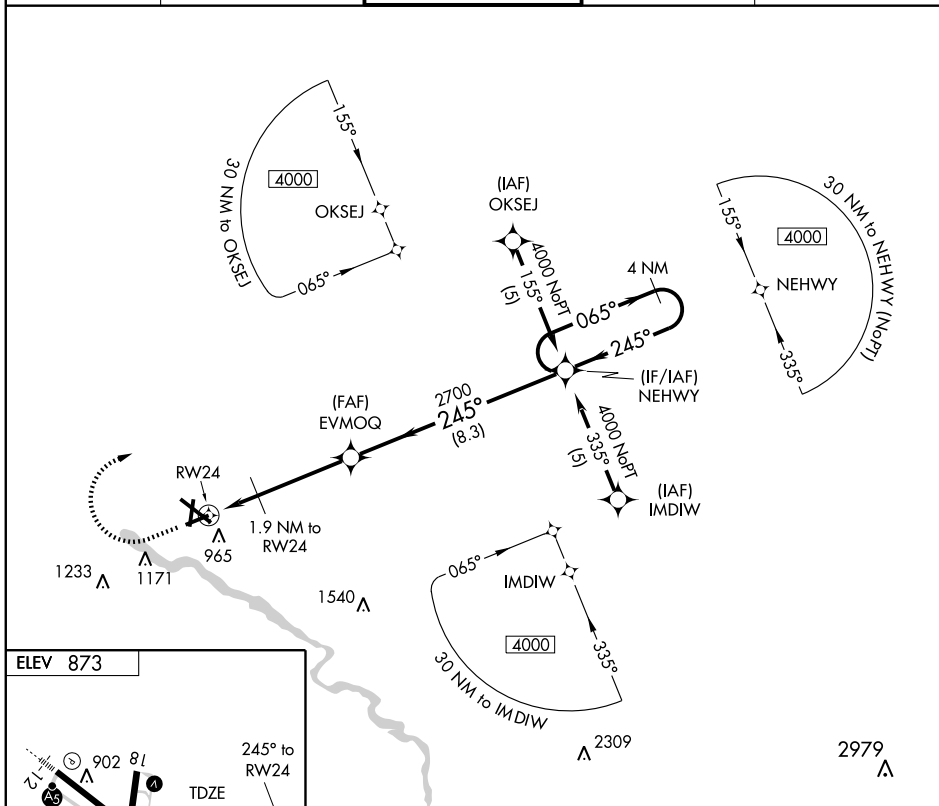
WATERLOO RGNL (A.L.O.)

APP CRS	Rwy Idg	5403
245°	TDZE	867
	Apt Elev	873

▼ When control tower closed, straight-in minimums not authorized at night.
▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000, then climbing right turn to 4000 direct NEHWY WP and hold.

ATIS 120.65	WATERLOO APP CON ★ 118.9 251.15	WATERLOO TOWER ★ 125.075 (CTAF) 257.8	GND CON 121.9 269.1	UNICOM 122.95
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	2000	4000	NEHWY	4 NM Holding Pattern
	1.9 NM to RW24	1 NM to RW24	≤ 3.05° TCH 52	EVMOQ
	1540	2700	245°	065° 4000
	1 NM	0.9	3.6 NM	8.3 NM
CATEGORY	A	B	C	D
LNAV MDA	1240-1 373 (400-1)			1240-1½ 373 (400-1½)
CIRCLING	1380-1 507 (600-1)		1380-1½ 507 (600-1½)	1480-2 607 (700-2)

WAAS CH 78201 W30A	APP CRS 305°	Rwy Idg TDZE Apt Elev	8400 867 873
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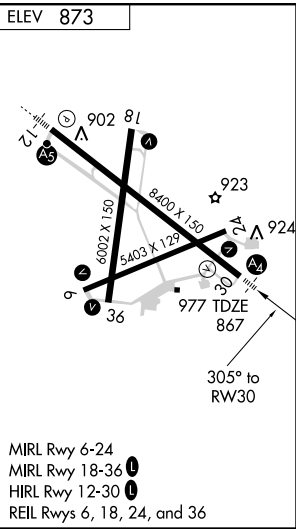
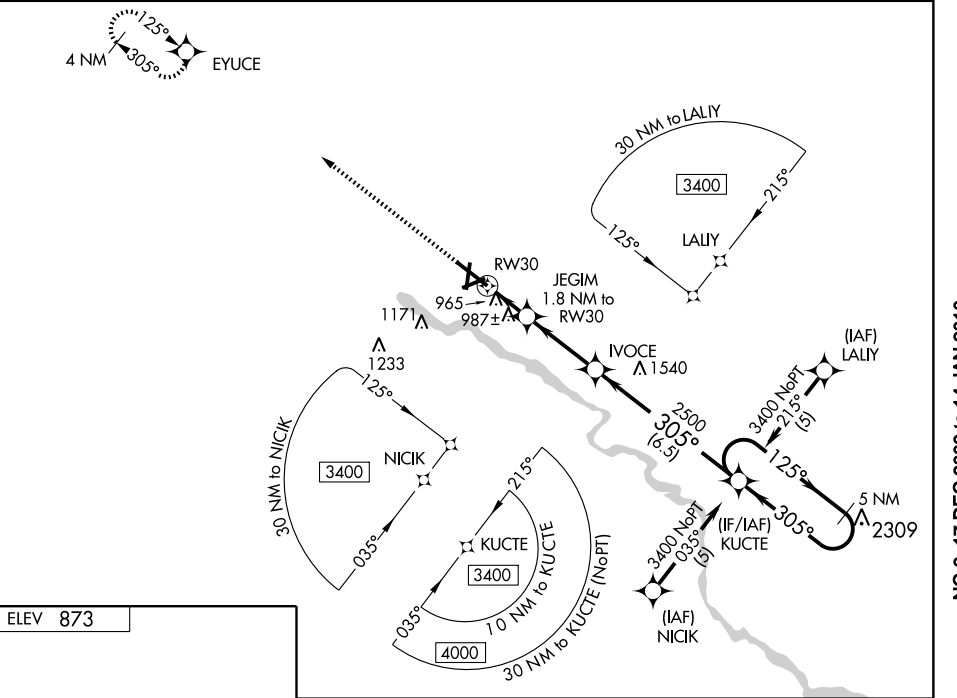
⚠ Inoperative table does not apply to LPV, LNAV/VNAV and LNAV Cat C.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). If local altimeter setting not received, use Independence altimeter setting and increase all DAs/MDAs 80 feet. DME/DME-0.3 RNP NA. Baro-VNAV and VDP NA when using Independence altimeter setting.

MALSR

MISSED APPROACH: Climb to 3400 direct EYUCE and hold.

ATIS 120.65	WATERLOO APP CON* 118.9 251.15	WATERLOO TOWER* 125.075 (CTAF) 0 257.8	GND CON 121.9 269.1	UNICOM 122.95
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3400 EYUCE		JEGIM 1.8 NM to RW30		IVOCE		KUCTE 5 NM Holding Pattern	
*LNAV only		*1.2 NM to RW30		1480*		2500	
RW30		1.2 0.6		3.1 NM		6.5 NM	
CATEGORY		A		B		C	D
LPV DA		1117-3/4		250 (300-3/4)			
LNAV/VNAV DA		1299-1 1/2		432 (500-1 1/2)			
LNAV MDA		1300-3/4 433 (500-3/4)		1300-1 1/4 433 (500-1 1/4)		1300-1 1/2 433 (500-1 1/2)	
CIRCLING		1380-1 1/2 507 (600-1 1/2)				1480-2 607 (700-2)	

RNAV (GPS) RWY 36

WATERLOO RGNL (ALO)

APP CRS **005°**
 Rwy Idg **6002**
 TDZE **869**
 Apt Elev **873**

▽ GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
△ NA

MISSED APPROACH: Climb to 2000, then climbing left turn to 4000 direct QOPEV WP and hold.

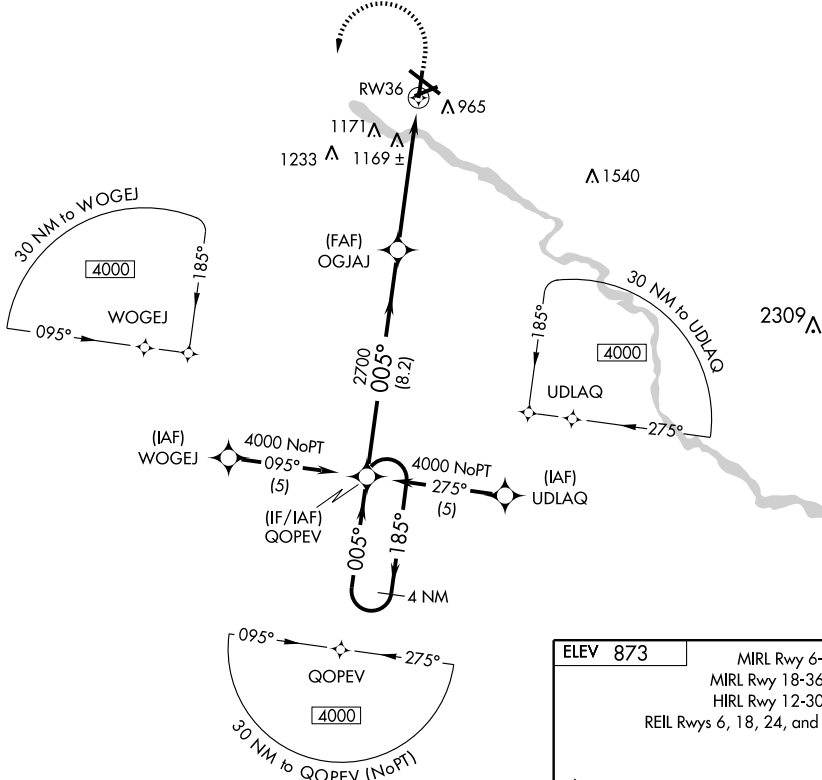
ATIS
120.65

WATERLOO APP CON ★
118.9 251.15

WATERLOO TOWER ★
125.075 (CTAF) 0 257.8

GND CON
121.9 269.1

UNICOM
122.95



4 NM
Holding Pattern

QOPEV

OGJAJ

2000

4000

QOPEV

4000
185°
005°

005°

2700

3.07°
TCH 40

1.6 NM to RW36

RW36

8.2 NM

3.9 NM

1.6

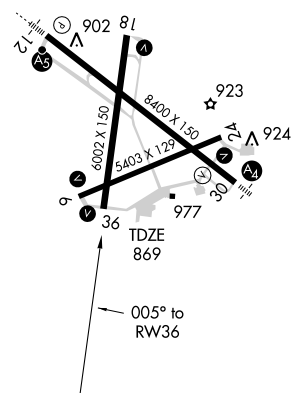
ELEV 873

MIRL Rwy 6-24

MIRL Rwy 18-36

HIRL Rwy 12-30

REIL Rwy 6, 18, 24, and 36



AL-945 (FAA)

VORTAC ALO 112.2 Chan 59	APP CRS 294°	Rwy Idg 8400 TDZE 867 Apt Elev 873
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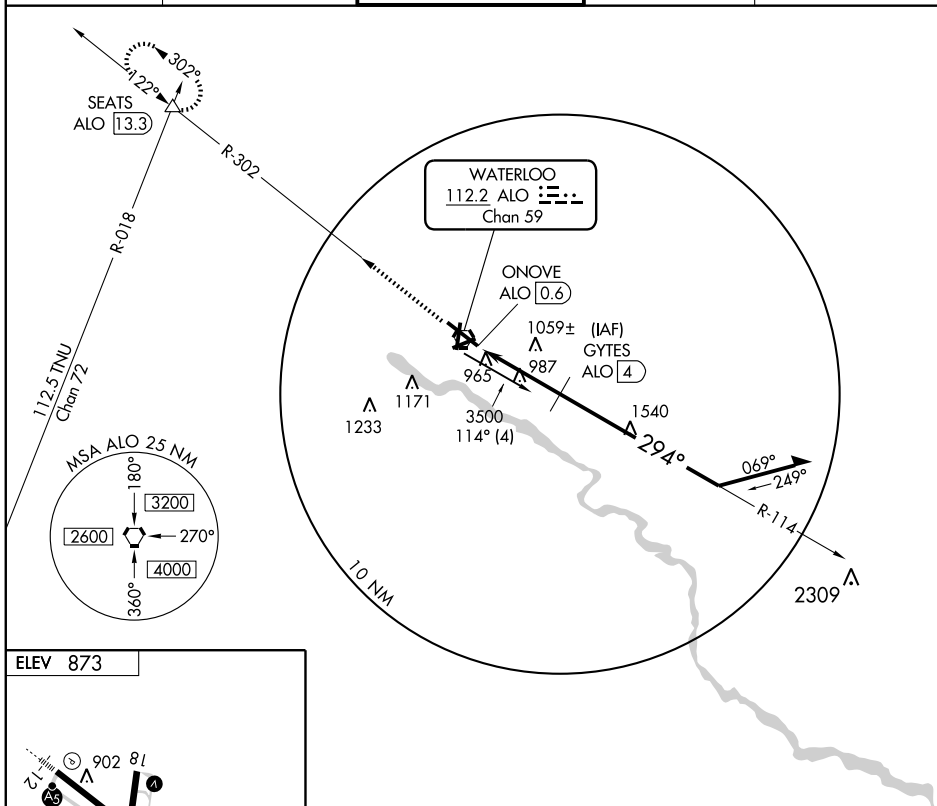
VOR/DME RWY 30
WATERLOO RGNL (ALO)

T Inoperative table does not apply to Cat C.
A If local altimeter setting not received, use Independence altimeter setting and increase all MDAs 80 feet.

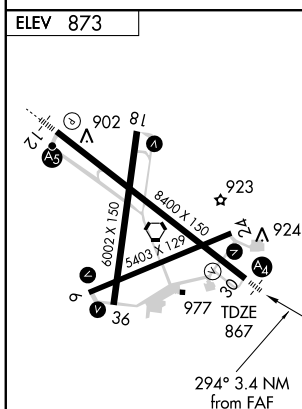
MALSR
A4

MISSED APPROACH: Climb to 3500 via ALO R-302 to SEATS Int/13.3 DME and hold.

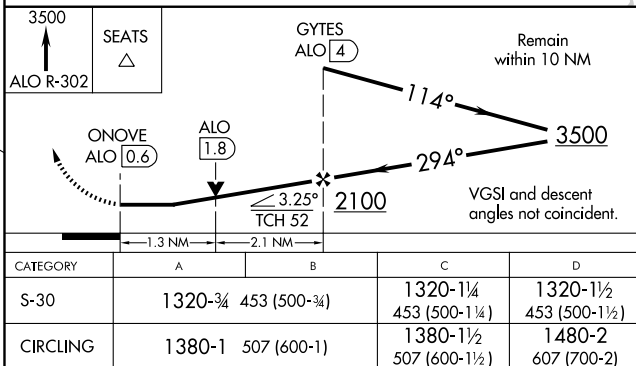
ATIS 120.65	WATERLOO APP CON ★ 118.9 251.15	WATERLOO TOWER ★ 125.075 (CTAF) 0 257.8	GND CON 121.9 269.1	UNICOM 122.95
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ELEV 873



MIRL Rwy 6-24
MIRL Rwy 18-36 **L**
HIRL Rwy 12-30 **L**
REIL Rwy 6, 18, 24, and 36



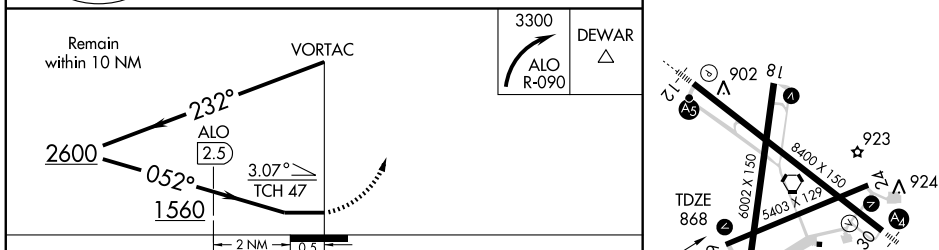
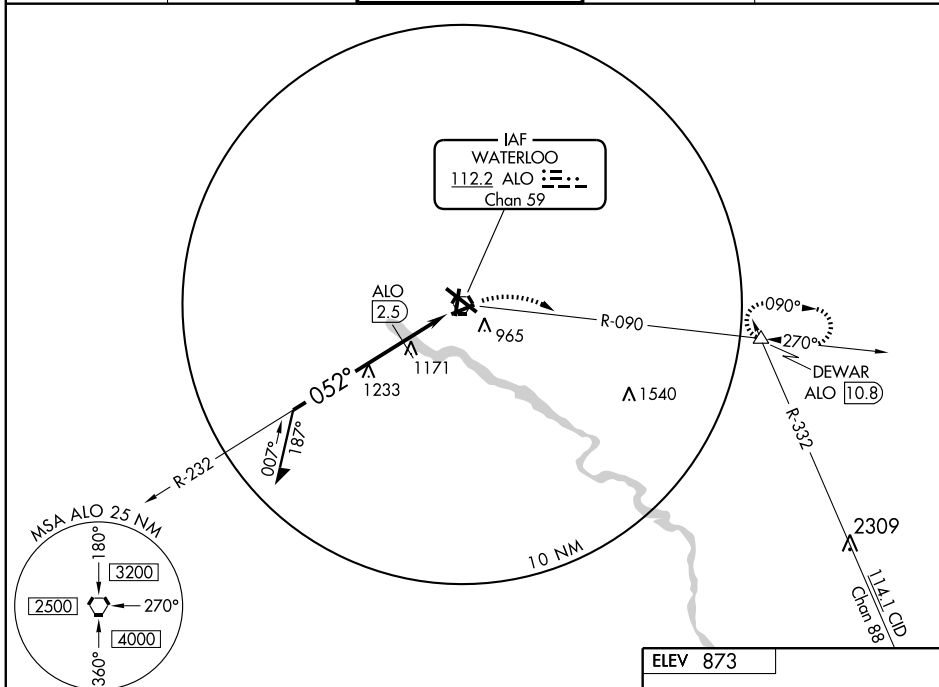
NC-3, 17 DEC 2009 to 14 JAN 2010

VORTAC ALO 112.2 Chan 59	APP CRS 052°	Rwy Idg TDZE Apt Elev 873
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VOR RWY 6 WATERLOO RGNL (ALO)

<p>NA</p> <p>When control tower closed, straight-in minimums not authorized at night.</p>	<p>MISSED APPROACH: Climbing right turn to 3300 via ALO R-090 to DEWAR Int and hold.</p>
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ATIS 120.65	WATERLOO APP CON ★ 118.9 251.15	WATERLOO TOWER ★ 125.075 (CTAF) 257.8	GND CON 121.9 269.1	UNICOM 122.95
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CATEGORY	A	B	C	D
S-6	1560-1	692 (700-1)	1560-2	1560-2¼
CIRCLING	1560-1	687 (700-1)	1560-2	1560-2¼
DME MINIMUMS				
S-6	1440-1	572 (600-1)	1440-1½	1440-1¾
CIRCLING	1440-1	567 (600-1)	1440-1½	1440-2

VORTAC ALO	APP CRS	Rwy Idg	8400
112.2	127°	TDZE	873
Chan 59		Apt Elev	873

VOR RWY 12

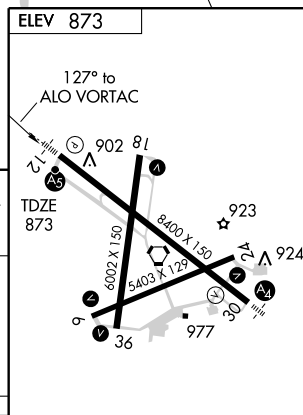
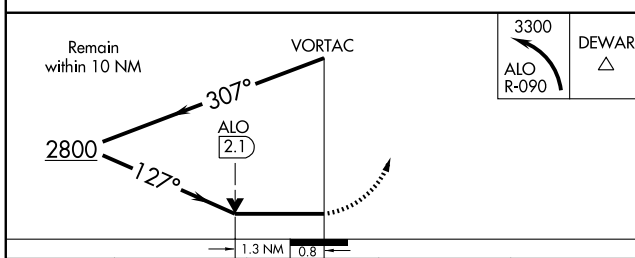
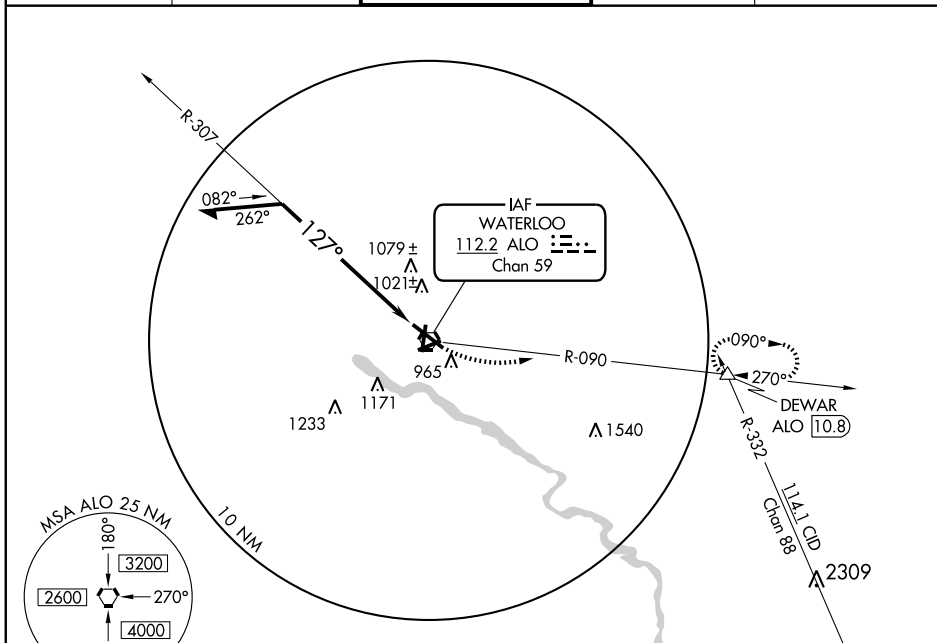
WATERLOO RGNL (ALO)

⚠ If local altimeter setting not received, use Independence altimeter setting and increase all MDAs 80 feet.

MAJSR 

MISSED APPROACH: Climbing left turn to 3300 via ALO R-090 to DEWAR Int and hold.

ATIS 120.65	WATERLOO APP CON ★ 118.9 251.15	WATERLOO TOWER ★ 125.075 (CTAF) 257.8	GND CON 121.9 269.1	UNICOM 122.95
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CATEGORY	A	B	C	D	
S-12	1340/24 467 (500-½)		1340/40 467 (500-¾)	1340/50 467 (500-1)	MIRL Rwy 6-24 MIRL Rwy 18-36
CIRCLING	1380-1 507 (600-1)		1380-1½ 507 (600-1½)	1480-2 607 (700-2)	MIRL Rwy 12-30 REIL Rws 6, 18, 24, and 36

VORTAC ALO 112.2 Chan 59	APP CRS 165°	Rwy Idg TDZE Apt Elev 6002 870 873
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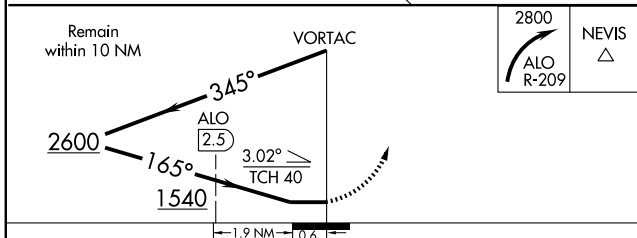
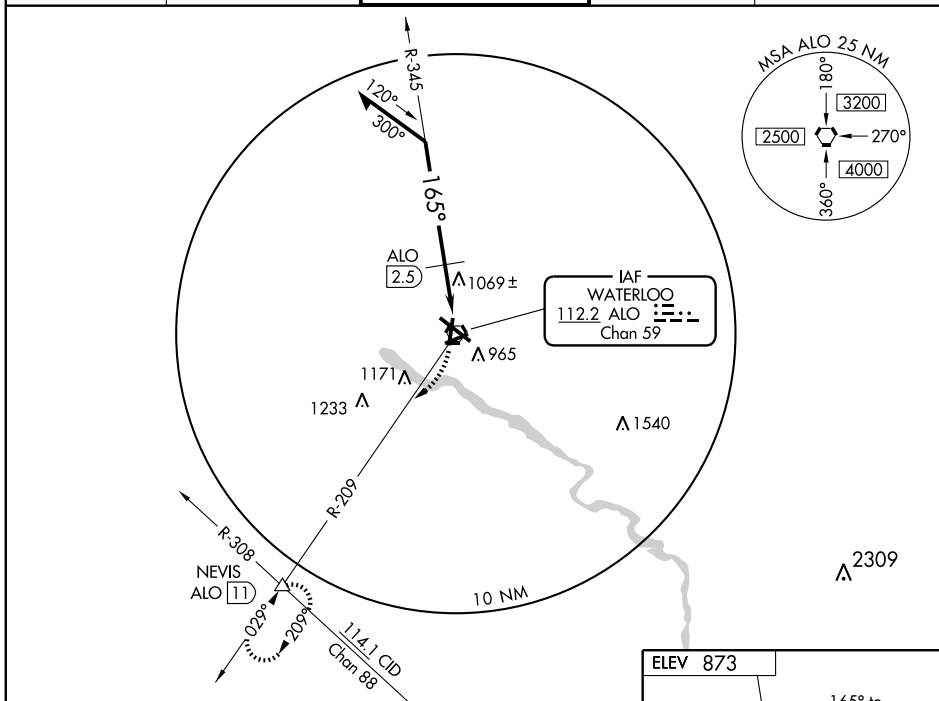
VOR RWY 18 WATERLOO RGNL (ALO)



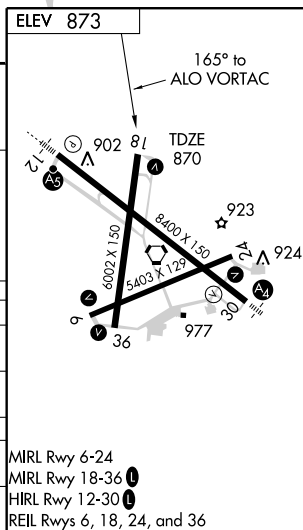
NA

MISSED APPROACH: Climbing right turn to 2800 via ALO R-209 to NEVIS Int and hold.

ATIS 120.65	WATERLOO APP CON ★ 118.9 251.15	WATERLOO TOWER ★ 125.075 (CTAF) 257.8	GND CON 121.9 269.1	UNICOM 122.95
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CATEGORY	A	B	C	D
S-18	1540-1	670 (700-1)	1540-1¼ 670 (700-1¼)	1540-2 670 (700-2)
CIRCLING	1540-1	667 (700-1)	1540-1¼ 667 (700-1¼)	1540-2 667 (700-2)
DME MINIMUMS				
S-18	1320-1	450 (500-1)	1320-1¼ 450 (500-1¼)	1320-1½ 450 (500-1½)
CIRCLING	1380-1	507 (600-1)	1380-1½ 507 (600-1½)	1480-2 607 (700-2)



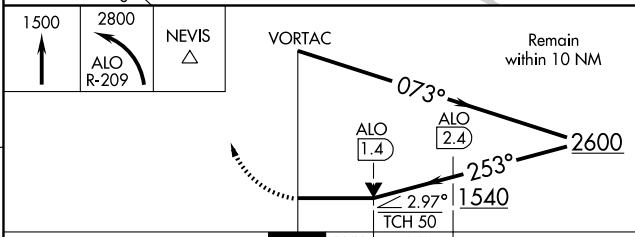
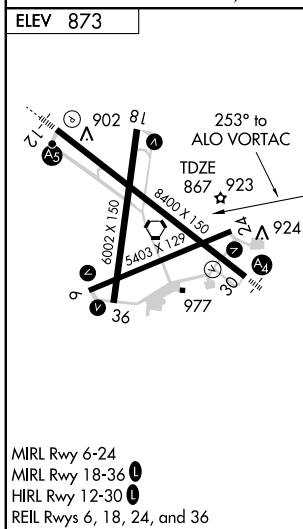
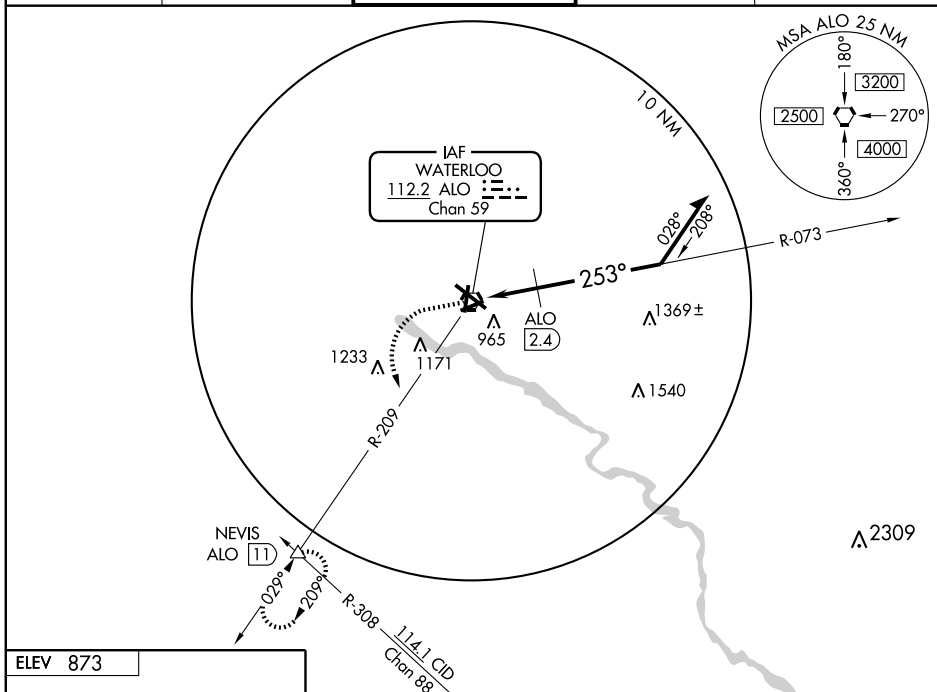
VORTAC ALO	APP CRS	Rwy Idg	5403
112.2	253°	TDZE	867
Chan 59		Apt Elev	873

VOR RWY 24 WATERLOO RGNL (ALO)

NA When control tower closed, straight-in minimums not authorized at night.

MISSED APPROACH: Climb to 1500, then climbing left turn to 2800 via ALO R-209 to NEVIS Int and hold.

ATIS 120.65	WATERLOO APP CON ★ 118.9 251.15	WATERLOO TOWER ★ 125.075 (CTAF) 257.8	GND CON 121.9 269.1	UNICOM 122.95
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CATEGORY	A	B	C	D
S-24	1540-1	673 (700-1)	1540-2 673 (700-2)	1540-2¼ 673 (700-2¼)
CIRCLING	1540-1	667 (700-1)	1540-2 667 (700-2)	1540-2¼ 667 (700-2¼)
DME MINIMUMS				
S-24	1240-1	373 (400-1)	1240-1¼ 373 (400-1¼)	
CIRCLING	1380-1	507 (600-1)	1380-1½ 507 (600-1½)	1480-2 607 (700-2)

VORTAC ALO	APP CRS	Rwy Idg	6002
112.2	016°	TDZE	869
Chan 59		Apt Elev	873

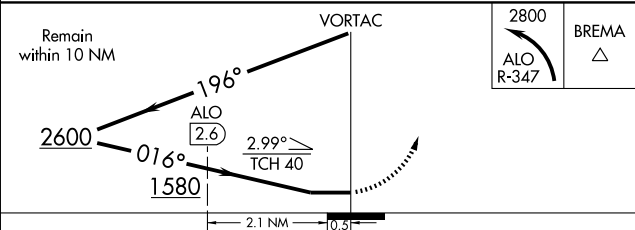
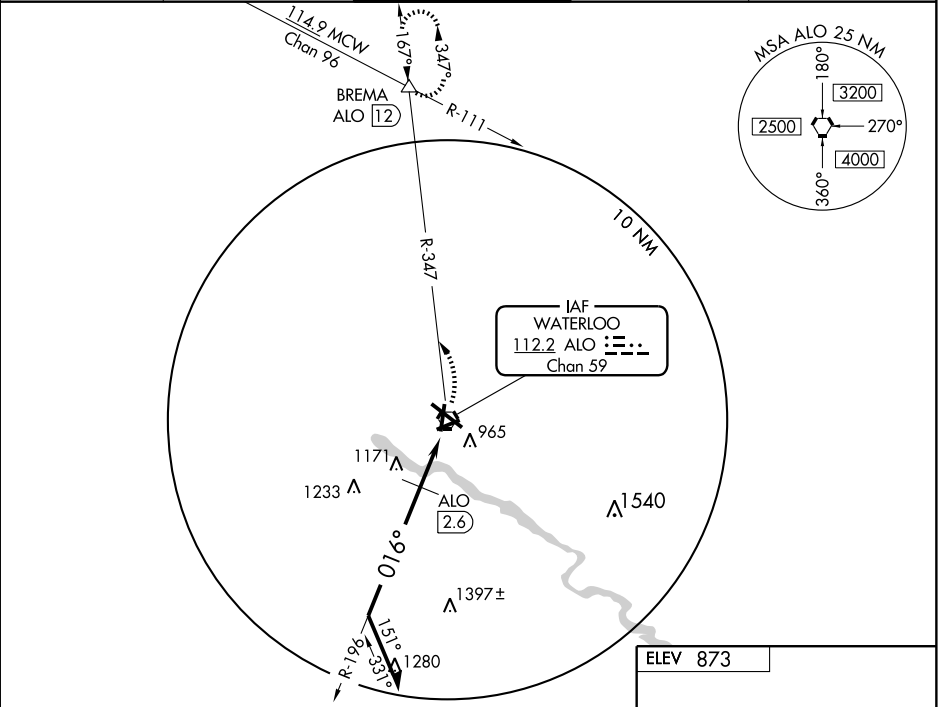
VOR RWY 36
WATERLOO RGNL (ALO)



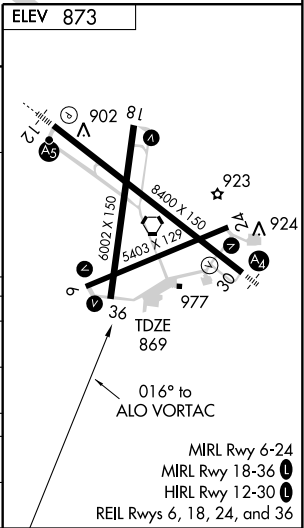
NA

MISSED APPROACH: Climbing left turn to 2800 via ALO R-347 to BREMA Int and hold.

ATIS 120.65	WATERLOO APP CON ★ 118.9 251.15	WATERLOO TOWER ★ 125.075 (CTAF) 0 257.8	GND CON 121.9 269.1	UNICOM 122.95
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CATEGORY	A	B	C	D
S-36	1580-1 711 (800-1)		1580-2 711 (800-2)	1580-2 711 (800-2 1/4)
CIRCLING	1580-1 707 (800-1)		1580-2 707 (800-2)	1580-2 707 (800-2 1/4)
DME MINIMUMS				
S-36	1440-1 571 (600-1)		1440-1 1/2 571 (600-1 1/2)	1440-1 3/4 571 (600-1 3/4)
CIRCLING	1440-1 567 (600-1)		1440-1 1/2 567 (600-1 1/2)	1480-2 607 (700-2)



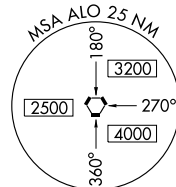
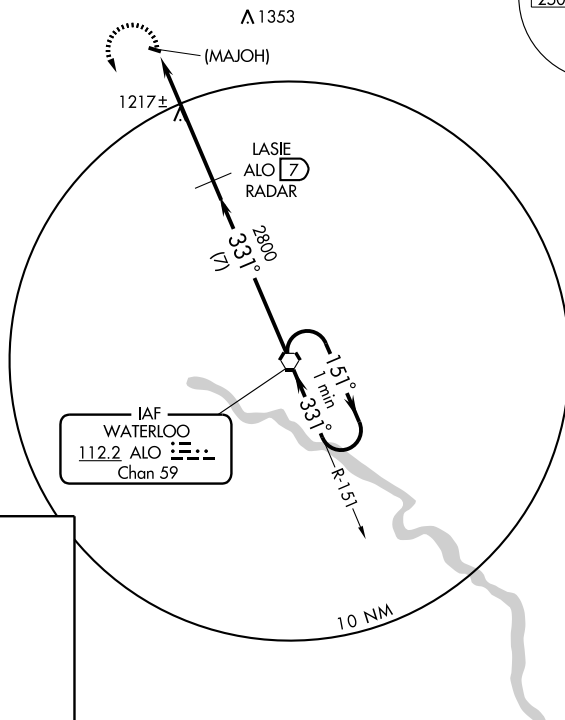
VORTAC ALO 112.2 Chan 59	APP CRS 331°	Rwy Idg TDZE Apt Elev N/A N/A 992
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VOR or GPS-A WAVERLY MUNI (C25)

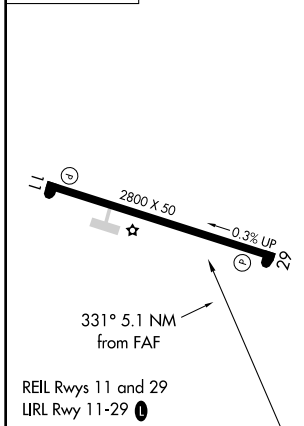
<p>▼ RADAR not available when Waterloo Tower is closed.</p> <p>▲ NA Use Waterloo altimeter setting.</p>	<p>MISSED APPROACH: Climbing left turn to 4000 direct ALO VORTAC and hold.</p>
<p>WATERLOO APP CON ★ 118.9 251.15</p>	<p>UNICOM 122.8 (CTAF) 0</p>

DME or RADAR REQUIRED

NoPT for arrivals on
ALO VORTAC airway
radials 090°
clockwise 209°



ELEV 992



FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

<p>4000</p> <p>ALO 112.2</p> <p>(MAJOH) ALO 12.1</p> <p>LASIE ALO 112.2 RADAR</p> <p>VORTAC</p> <p>One Minute Holding Pattern</p> <p>151°</p> <p>331°</p> <p>4000</p> <p>2800</p> <p>5.1 NM</p> <p>7 NM</p>	CATEGORY		A	B	C	D
	CIRCLING		1540-1	550 (600-1)	1540-1½ 550 (600-1½)	NA

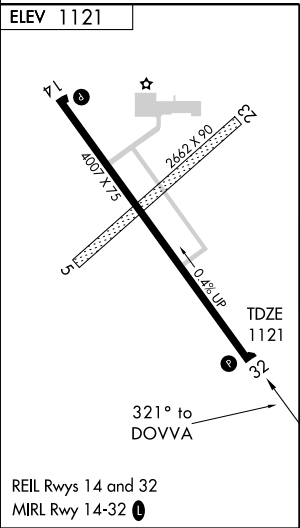
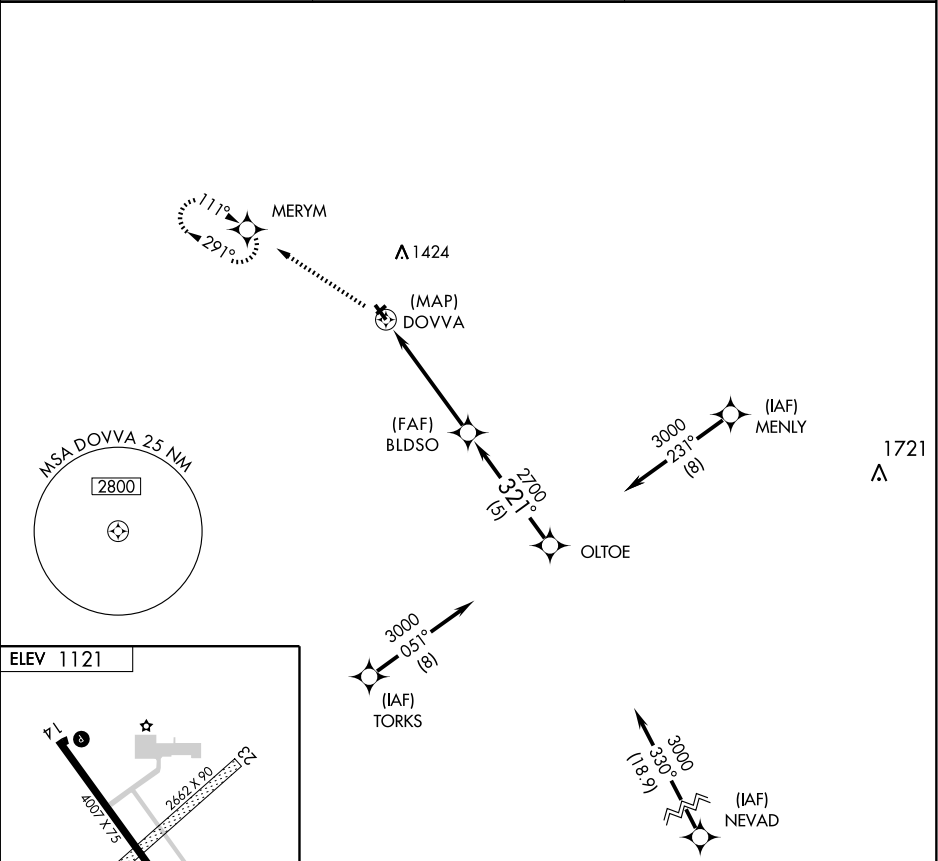
APP CRS	Rwy Idg	4007
321°	TDZE	1121
	Apt Elev	1121




GPS RWY 32

WEBSTER CITY MUNI (EBS)

▲ NA	MISSED APPROACH: Climb to 2800 direct to MERYM WP and hold.
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AWOS-3 127.825	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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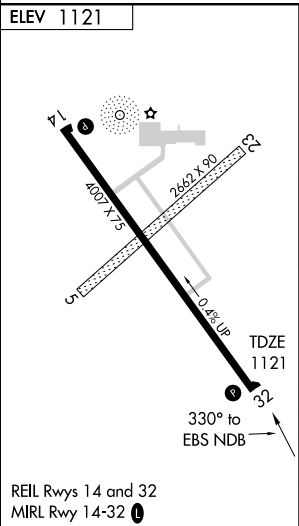
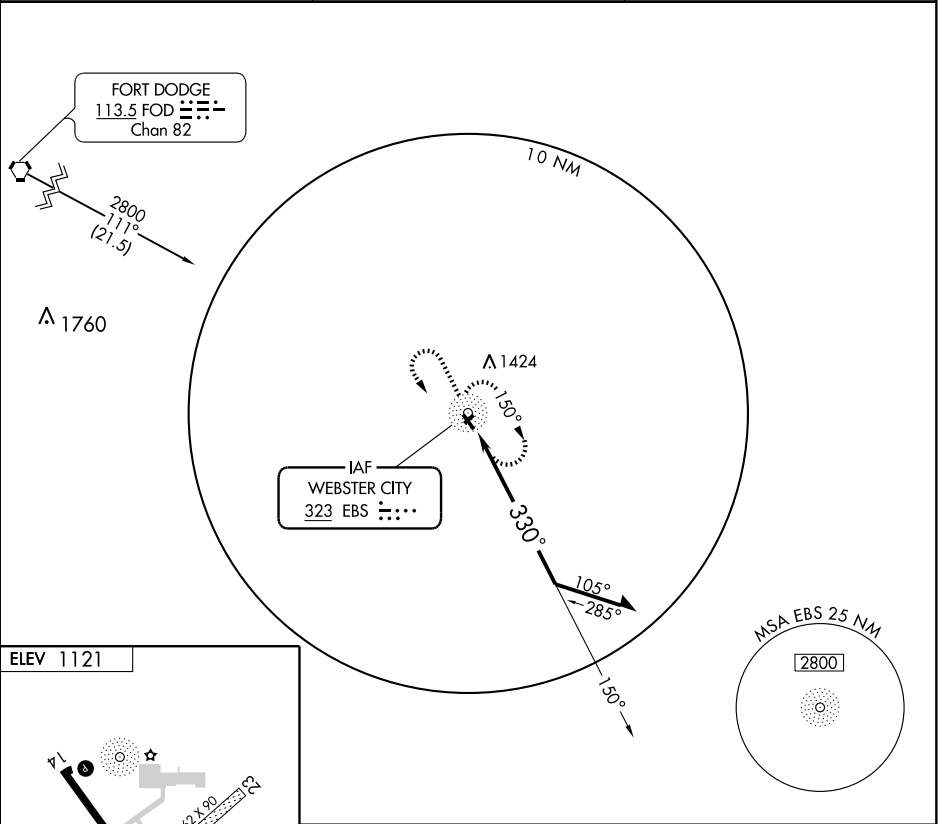
2800		MERYM				OLTOE	
						3000	
		DOVVA		BLDSO		Procedure Turn NA	
		321°		321°		321°	
		5 NM		2700		5 NM	
CATEGORY	A		B		C		D
S-32	1480-1		359 (400-1)				NA
CIRCLING	1540-1 419 (500-1)		1580-1 459 (500-1)		1580-1½ 459 (500-1½)		NA




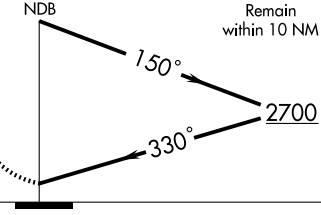
NDB RWY 32
WEBSTER CITY MUNI (EBS)

NDB EBS 323	APP CRS 330°	Rwy Idg TDZE Apt Elev	4007 1121 1121
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▲ NA	MISSED APPROACH: Climb to 2700, then left turn direct EBS NDB and hold.
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AWOS-3 127.825	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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2700			 EBS <u>323</u>	
CATEGORY	A	B	C	D
S-32	1720-1	599 (600-1)	1720-1½ 599 (600-1½)	NA
CIRCLING	1720-1	599 (600-1)	1720-1½ 599 (600-1½)	NA

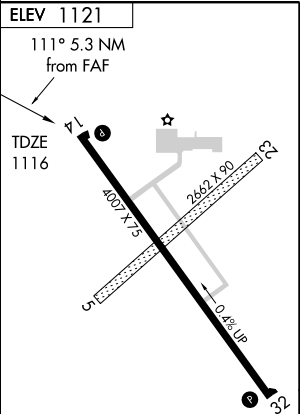
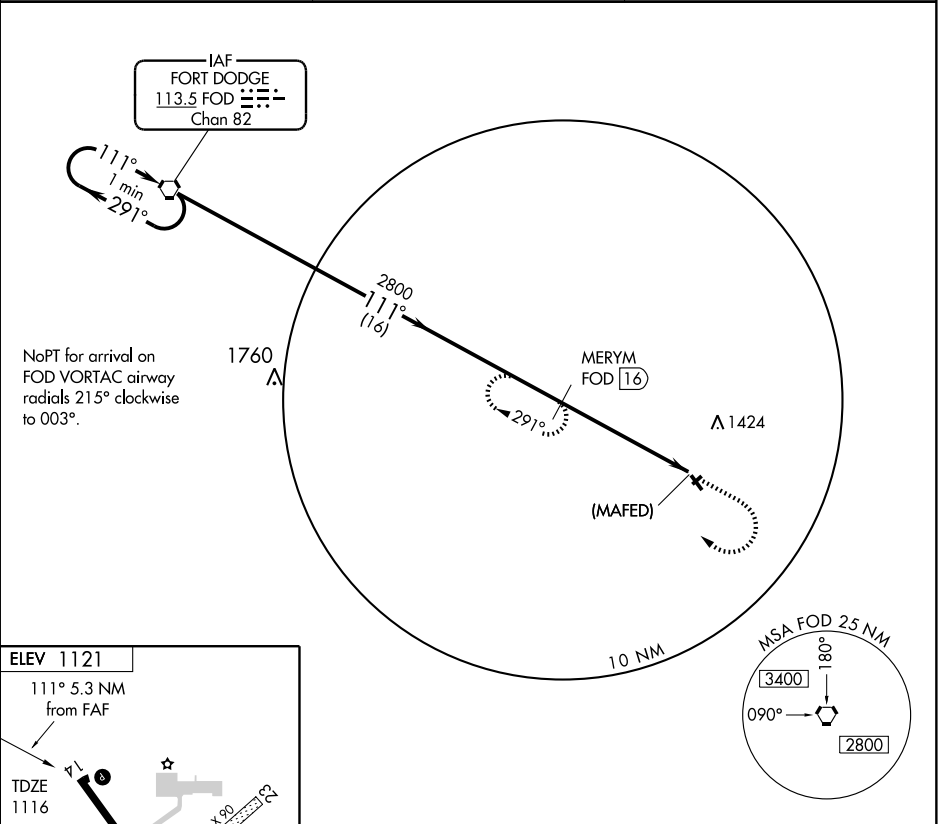
VORTAC FOD	APP CRS	Rwy Idg	4007
113.5	111°	TDZE	1116
Chan 82		Apt Elev	1121

VOR/DME or GPS RWY 14

WEBSTER CITY MUNI (EBS)

MISSED APPROACH: Climb to 2800, then right turn via FOD R-111 to MERYM/16 DME and hold.

AWOS-3 127.825	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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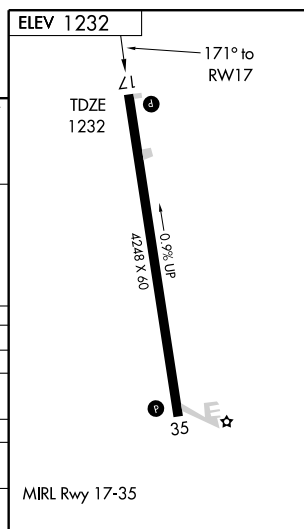


REIL Rwy 14 and 32
MIRL Rwy 14-32 0

One Minute Holding Pattern		VORTAC	MERYM FOD 16	2800	MERYM INT
2800		291°	111°	2800	(MAFED) FOD 21.3
		111°			
		16 NM	5.3 NM		
CATEGORY	A	B	C	D	
S-14	1640-1 524 (600-1)	1640-1¼ 524 (600-1¼)	1640-1½ 524 (600-1½)	NA	
CIRCLING	1640-1 519 (600-1)	1640-1¼ 519 (600-1¼)	1640-1½ 519 (600-1½)	NA	

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct ETROY WP and hold.

UNICOM
122.8 (CTAF) **L**

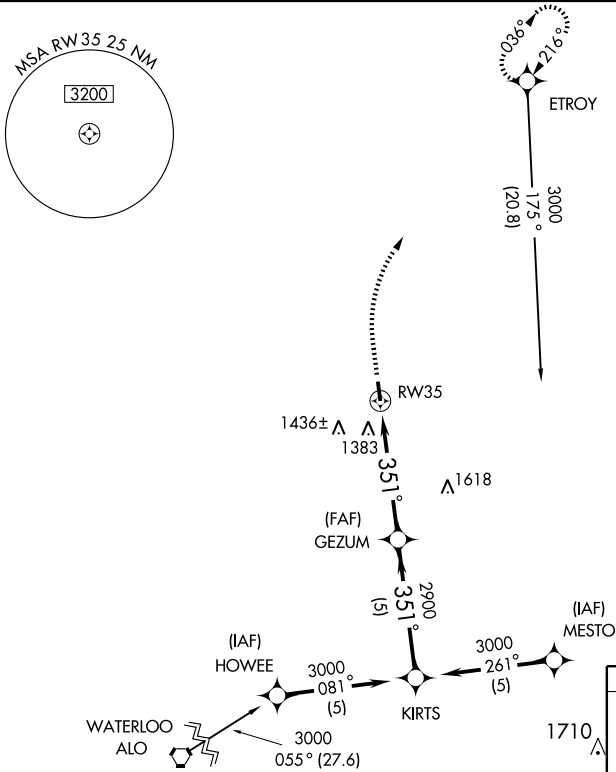


GPS RWY 35

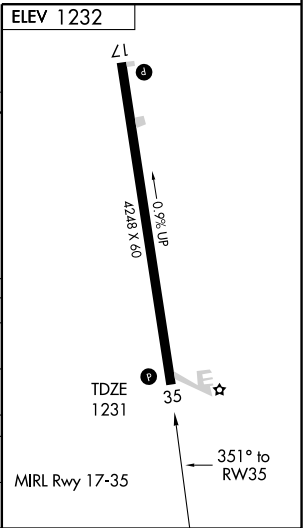
WEST UNION/ GEORGE L. SCOTT MUNI (3Y2)

APP CRS	Rwy Idg	4248
351°	TDZE	1231
	Apt Elev	1232

<div><div>▼</div><div>▲ NA</div></div> <div>Obtain local altimeter setting on CTAF when not received, use Waterloo altimeter setting. Descent angle NA with Waterloo altimeter setting.</div>	MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct ETROY WP and hold.
MINNEAPOLIS CENTER 118.85	UNICOM 122.8 (CTAF) 0





<div><div>2000</div><div>3000</div><div>ETROY</div></div> <div><div>RW35</div><div>GEZUM</div><div>KIRTS</div><div>Procedure Turn NA</div></div>				
<div><div>3.13°</div><div>TCH 43</div><div>2900</div><div>351°</div><div>3000</div></div>				
<div><div>5 NM</div><div>5 NM</div></div>				
CATEGORY	A	B	C	D
S-35	1640-1	409 (500-1)	1640-1¼ 409 (500-1¼)	NA
CIRCLING	1700-1	468 (500-1)	1700-1½ 468 (500-1½)	NA
WATERLOO ALTIMETER SETTING MINIMUMS				
S-35	1780-1	549 (600-1)	1780-1½ 549 (600-1½)	NA
CIRCLING	1840-1	608 (700-1)	1840-1¾ 608 (700-1¾)	NA

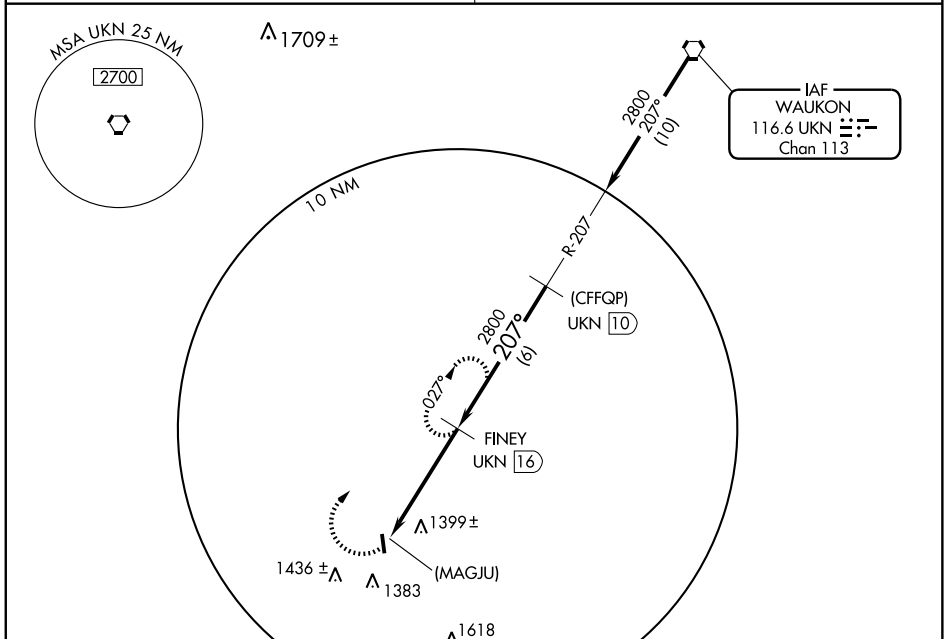


VORTAC UKN 116.6 Chan 113	APP CRS 207°	Rwy Idg TDZE Apt Elev NA NA 1232
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VOR/DME or GPS-A

WEST UNION/ GEORGE L. SCOTT MUNI (3Y2)

 Obtain local altimeter setting on CTAF; when not received, use Waterloo altimeter setting.  NA	MISSED APPROACH: Climb to 2800, then right turn via UKN R-207 to FINEY 16 DME and hold.
MINNEAPOLIS CENTER 118.85	UNICOM 122.8 (CTAF) 0



2800

UKN R-207

FINEY UKN 16 DME

Procedure Turn NA

(MAGJU) UKN 20.6

FINEY UKN 16

(CFFQP) UKN 10

2800

207°

4.6 NM

6 NM

CATEGORY	A	B	C	D
CIRCLING	1700-1 468 (500-1)	1700-1¼ 468 (500-1¼)	1700-1½ 468 (500-1½)	NA
WATERLOO ALTIMETER SETTING MINIMUMS				
CIRCLING	1840-1 608 (700-1)	1840-1¼ 608 (700-1¼)	1840-1¾ 608 (700-1¾)	NA

ELEV 1232

207° 4.6 NM from FAF

0.9% UP

4248 X 60

35

MRL Rwy 17-35

NA

Use Des Moines altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 via DSM R-249 to MCADE/23 DME and hold.

DES MOINES APP CON
135.2 360.7

UNICOM
122.7 (CTAF) 1

